

**BICYCLE
MOTOCROSS**

MAY 1981 U.K. £1.50 U.S. \$2.00

VOLUME SIX, NUMBER FIVE 48853
THE WORLD'S LARGEST BMX PUBLICATION



**PICTORIAL:
SKATEPARK LUNACY**

**SCHWINN
STING COMPETITION**

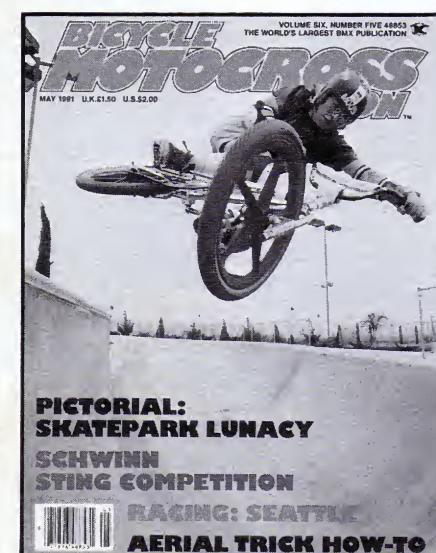
**RACING: SEATTLE
AERIAL TRICK HOW-TO**



JOIN THE WINNERS' CIRCLE



MAY 1981
VOLUME SIX
NUMBER FIVE



COVER: Jeff Watson, master of vertical surfaces, at his office takin' care of biz. Photo by Oz.

MAY 1981

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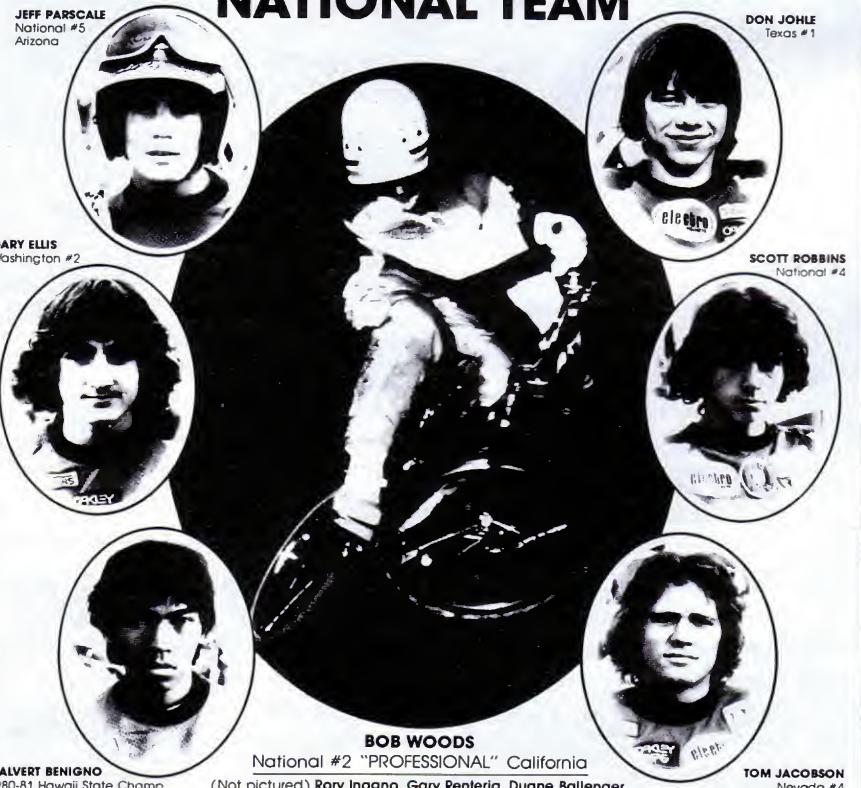
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INTRODUCING ROBINSON RACING'S 1981 NATIONAL TEAM



NATIONAL SUPPORT TEAM
Troy Daniels - Washington #1 John Baker - National #9, St. Louis



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DEAR WIZ

Unafraid, we herein solicit social comments, remarks about articles, suggestions, assorted drivel, or whatever.

MILDLY INTERESTING NOTE

Do you have something of monumental importance to communicate? A social contribution to make? A poem? A drawing? A hot photo? Criticism? Drivel?

Well, this here's the place, sports fan.

The only problem is that we get tons of mail every day, so the Law of the Jungle applies: Only the best make it. But we still read every single one of 'em, and I'll tell you, we get some high zoot letters. You people are pretty cool.

Anyway, if you want to shoot us a line, here's the address:

BICYCLE MOTOCROSS ACTION
Box 5277
Torrance, CA 90510

REALLY BONZER

Dear Wiz,

I read the February issue and nearly flipped over your Aussie tour write-up. It was really bonzer. By the way, what's the big deal about our emus? I mean they're really cool guys. It's really good to see my mates from the Brisbane scene in an American magazine.

I met the American team and we Aussies reckon they are a cool asset to BMX. I am a 14 year old Powder Puff from Queensland and am dead set keen on coming to America to check out the racing.

BMX in Australia is growing in leaps and bounds. Before you can look, there's another track forming. We are now forming a sanctioning body in Aussie land to help standardize our rules. We will be going

ahead this year with an Australian championship for the first time.

Lisa Deeks
Capalaba, Queensland
Australia

You know what, Lisa? Just as I was reading your letter my buddy, Blair Shepherd, walked into the office. You know he owns BMX Promotions and runs the Windsor track in Brisbane. He agrees with you that Aussie BMX is going absolutely bonkers (that's the yank translation of bonzer).

But do you know what else, Lisa? BMX is also growing at a totally incredible rate in the U.S. and spreading around the rest of the world faster than greased moose poop! -Oz

continued on page 10

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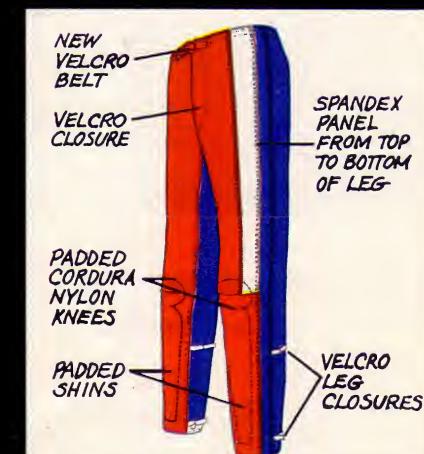
blue, black, red, yellow, gold, white, green, dark brown, or orange nylon with your choice of contrasting side stripes. Custom lettering is available.

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A RED LINE, THE FASTEST WAY BETWEEN TWO POINTS

A straight line may be the shortest distance between two points, but lines we're interested in are never straight. If you're gonna be in the hunt, you need a proven bike.

"Stompin Stu"
Thomsen and the rest of the Number One team* in BMX prove it week in and week out that there is really only one trick set-up, Red Line. Next to Red Line the rest just look like so much gas pipe.

BETTER THAN THE BEST

For 1981 the red hot Red Line 700 is now the "totally" red hot 700! We've added as standard equipment for '81, National colored skinwalls, new Sugino Maxy-Cross alloy cranks, KKT Lightning colored alloy pedals, a



"Stompin Stu"
ABA 1980 No. 1 Pro,
Red Line-SunTour
factory team, taking
the high line.

unique Taihei/Red Line seat, and even an alloy SunTour seat post clamp. Bolt all that on an all chrome-moly MX-II frame and fork with the famous Red Line V-bars, Pro-Line stem, Ukai Powerbrite rims, SunTour hubs and nothing in the world even comes close.

PERFORMANCE THAT MAKES SENSE

If you're just much too radical for alloy cranks and pedals, the 1981 Red Line 600 is the one for you. It's

the same great set-up as the 700, but with Sugino's chrome-moly one-piece crank and KKT colored steel pedals. Be yourself ... see if the 600 cares.

ESPECIALLY FOR THE STREET

Don't forget the 1981 Red Line 520. With durable and economical specs and the wheels of your choice, the 520 is still a great place to start or finish.

Remember, all Red Line bikes are available in blue, red, black and white. Also, Red Line bikes are now available chrome plated.

*Be the first to the
finish line with Red Line,
the choice of the Pro's.*

*The Red Line-SunTour Factory Team was voted the No. 1 team in BMX by you in *Bicycle Motocross Action Magazine's* 1980 NORA Cup.

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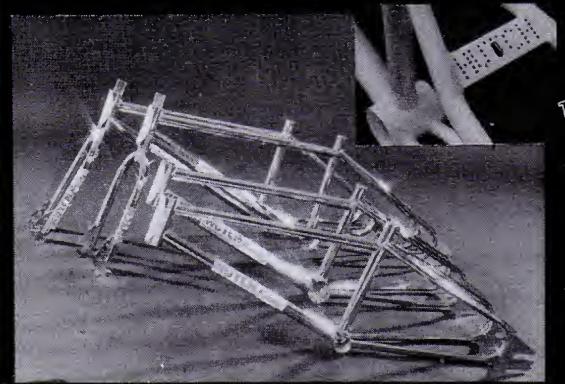
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DEAR WIZ

continued from page 6
RADDER TRACKS
Dear Wiz,

I am writing to express a distaste for a phenomenon that is spreading across the U.S. BMX scene. Our tracks are rapidly deteriorating into havens for the timid. The starting hills are getting smaller and the jumps are not even designed to give riders air any more. There is no way a rider can improve his skills on a tame track. This is supposed to be motocross. Ruts. Bumps. Jumps. The people responsible for taming BMX are degrading the credibility of our beloved sport. What sort of sport is it when an overweight nine novice can finish a race without even breathing hard? Radical riding and racing have become mutually exclusive when they should be compatible. The Pros dominate because they had early experience on radical tracks like Soledad Sands, Randall Ranch, Yarnel, Weinert Mountain, and Corona. But what of our newer riders? They will never perform on a higher level if more is not demanded of them. Let's give them a chance.

Doug McGuff
San Antonio, Texas

P.S. My hat is off to the BMXA Trick Team for representing new vistas for riders who are becoming bored with the mellowing tracks.

CANDY DOG

Dear Wiz,

I have a dog named Candy. She saw a picture of Moto Dog in your January issue. She freaked out. It was love at first sight.

The next morning I went out to take a spin on my bike. It was missing along with a food and water dish, and a seven day supply of Gaines Burgers, also a Pro-tec helmet.

I thought she probably went out to find Moto Dog. If anybody sees a black and white dog riding a blue Red Line, tell her I want my bike back.

Tom Tinapple
Pasadena, Texas

(Much laughing, tears running down cheeks.) Crud! I love the

continued on page 14

WE'RE LOOKING FOR A FEW GOOD MEN.



The 1980 Kuwahara National and Factory Teams

Front row, left to right:

Mike Perry, John Watson, Shad Macon & Fred Watson—
Family Schwinn, Springdale, Ark.

Second row, kneeling:

Mark Silberberg—Factory Representative, Brad Stewart—The Happy Biker, Grand Junction, Colo., Paul Reed—Petri & Sons, Woodhaven, Mich., The Unknown Rider—we blew the I.D. on this guy... if you know him drop us a line, Jon Marzolf—Factory Team, Tucson, Ariz., Richard Delong—Europa Cycles, Waterloo, Iowa.

Third row, on bikes:

Korry Neal—Factory Team, Los Angeles, Calif., Chris Foster—World of Wheels, Conroe, Texas, Darlene Sparkman—Wheel World, Lufkin, Texas, Keith Wimbish—G. H. BMX, Austin, Texas, Chris Wilson—World of Wheels, Conroe, Texas, Kent Deeds—Bicycle Exchange, Wichita, Kansas, Randy Brienen—Bicycle Exchange, Madison, Wis.

Back row:

Charlie Neal—Team Manager, Kevin McNeal—Factory Team, Riverside, Calif., Leo Green—Factory Team, Riverside, Calif., Howie Cohen—President, Everything Bicycles, Lee Medlin—Factory Team, Riverside, Calif., Mat Harris—Factory Team, Pittsburgh, Penn., Kay Cohen.

Put yourself in the picture! This photo was taken at the '80 Kuwahara ABA Grand National. If you're good enough you can be in the Kuwahara team photo, to be shot this Thanksgiving weekend, at the '81 Kuwahara ABA Grand National in Oklahoma City. Be there... check out the details on the next page.

KUWAHARA WANTS YOU TO JOIN UP TODAY!

That's right! We're looking for a few more hot kids to join the Kuwahara National Team, and be a part of the biggest and best team in BMX. The Kuwahara National Team is made of riders who have a proven history of success in their local and regional races. Do you fit this description? Then you need the top equipment and total support of the Kuwahara Team.

If you qualify for the team, Kuwahara and your bike shop will work together to outfit you with our racing gear, including the unbeatable Kuwahara bike, at the special "Team Deal".

Your bike shop has all the details you need, so put together a list of

your racing successes and ask the shop manager to qualify you, then send the information to:
Kuwahara National Team, c/o Everything Bicycles, 23145 Kashiwa Court, Torrance, CA 90505. Do it today because the team will be named in June.

You guys who are new to BMX, but are really burning up the tracks also have a chance for the team. We're looking for winners who are good sportsmen; so get the details from your favorite bike shop today. The Kuwahara Team is "Togetherness" and the force to be reckoned with in 1981.

ABOUT THOSE BIKES

Remember under every great team is a great bike; as a member



of the Kuwahara National Team you'll be on top of the best. The Kuwahara KZ-1 and KZ-2 have proven themselves tough against the competition. The Factory Team boys race the same bike you ride, the same lightweight and tough Cro-Moly frame and fork with the same top-of-the-line components from SurTour, Dia-Compe, Ukai and Taihei. Don't forget, if you're big, tough, and like the feel of steel, you'll love the Kuwahara KZ-2. The same great frame, fork and components as the KZ-1, except the SunTour VX crankset is replaced with a one-piece Cro-Moly crank with steel pedals and the Red Line approved V-bar is held by a Cro-Moly Kusuki stem.

原 源

Kuwahara's got the bikes that can't be beat and we're building a team to match. Get down to your favorite bike shop and check them both today. You probably deserve to be traveling to the top with us!



Dealers contact:

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DEAR WIZ

continued from page 10
letters you guys write. That turkey dog made off with your Red Line, huh? — Oz

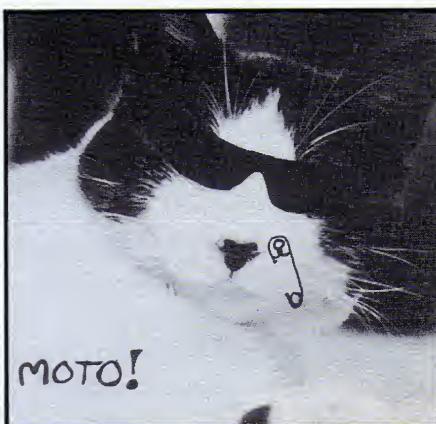
DEVO MOTO

Dear Wiz,

Our special tactical force stormed a secret fortress in Juneau, Alaska recently to find Moto Kitty (who is not in Australia). These barbaric people were submitting Moto to the ultimate torture. You guessed it, punk rock. They had Moto hog tied in the middle of a black and white checkered room with the quadraphonic stereo cranked up all the way. Due to this, Moto has undergone great physical strain; his condition is serious. We'll send him home if he regains his memory and if he successfully undergoes therapy.

K.A.T.
(Kitty Attack Group)
Saratoga, California

P.S. During our journey home we saw a funny looking dog on a Mongoose (Cal-5 804) riding north to save Moto. We told him to go back home.



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Oh no! Not . . . THAT. Not . . . PUNK ROCK. Good grief! What can I ever tell Cosmo? That's even worse than being held captive by the unscrupulous diabolical Jaws Mouse and his vicious sadistic gang of kitty jugglers down in Mexico.

I've got it! Have you tried some Willie Nelson tapes on Moto? That might be his only chance. He always did love Willie. I just hope it's not too late. — Oz ■

SMOOTH MUSCLE



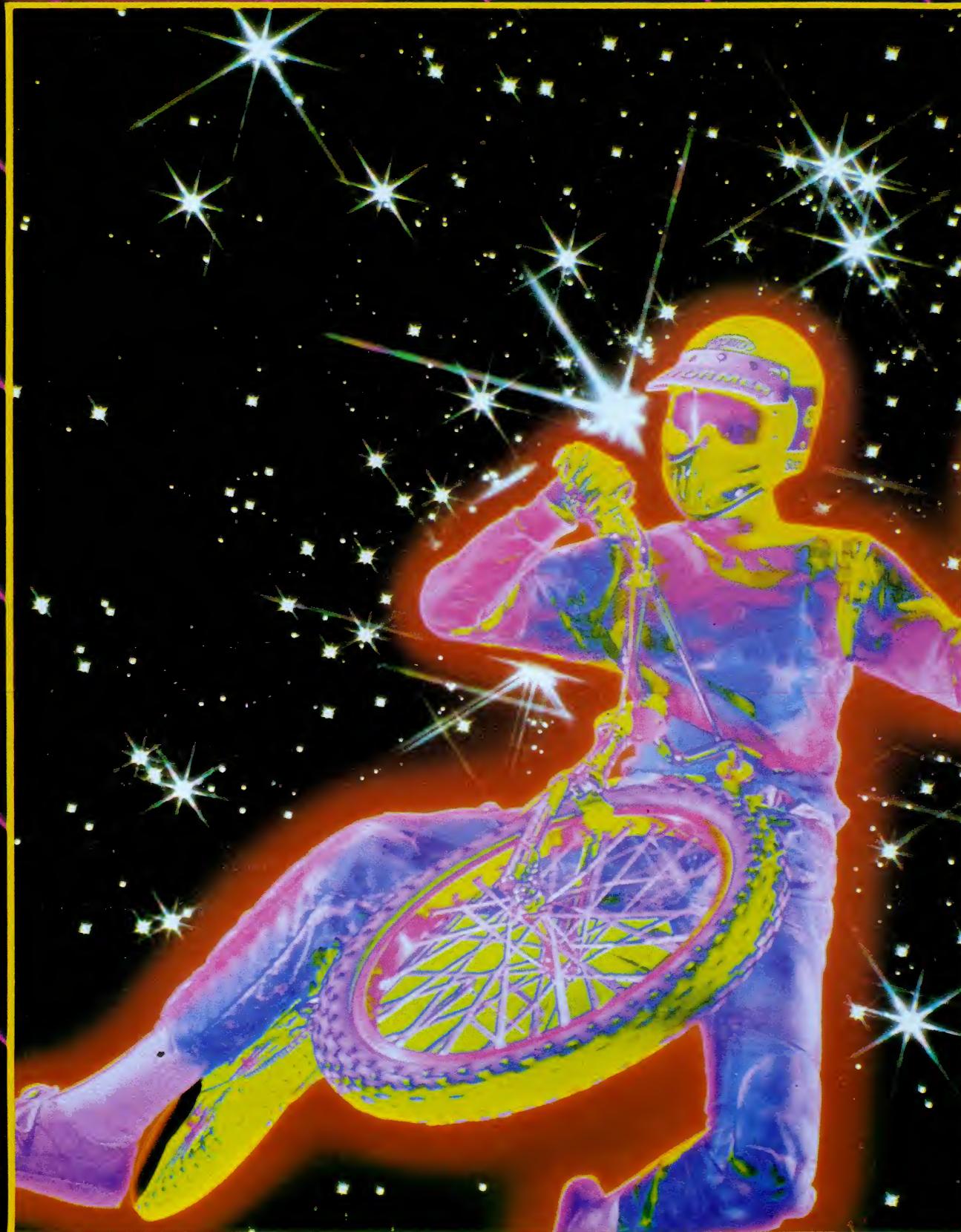
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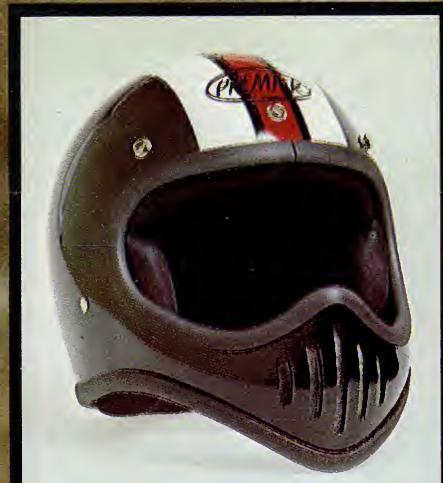


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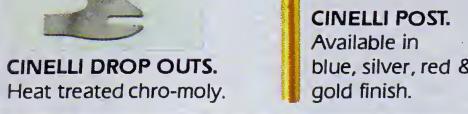
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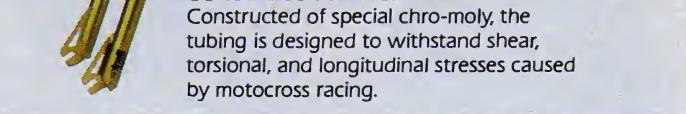
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HOT SHOTS



Greg Hill . . . cuttin' loose at Bunkers.

OSBORN

HOT SHOTS



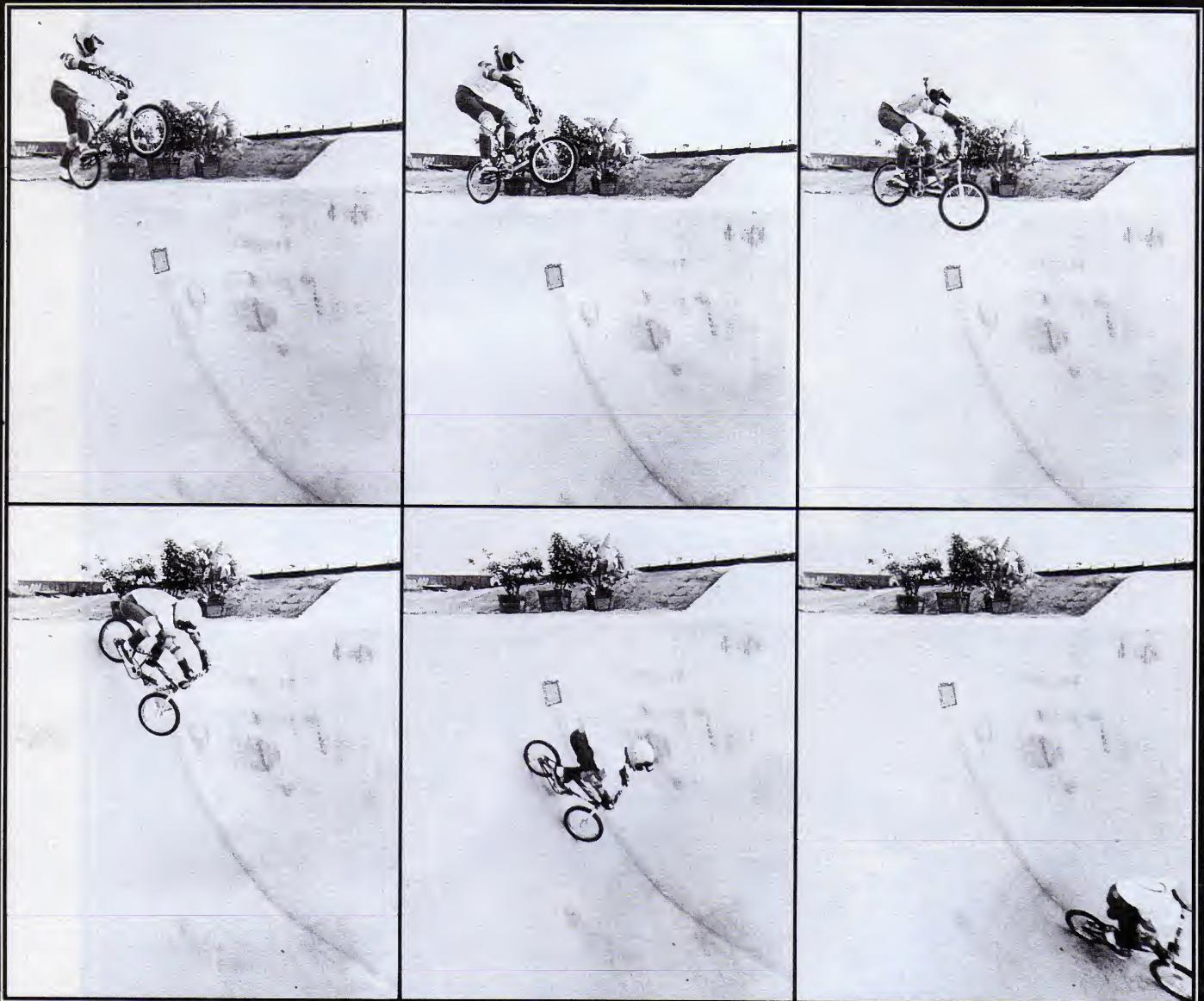
The spoils of war. A spankin' new Trans-Am, courtesy of the ABA and Lester Wheels.
That's thirteen thou' on the hoof. How sweet it is . . . huh, Brent?

HOT SHOTS



The Pro Cruiser racers . . . forerunners of a whole new breed of BMX competitor. These cruiser dudes are strange people. They don't seem to be hearin' the same music the rest of us are listening to. There aren't many of these guys now, but there will be by the end of the year. Left to right in the photo goes like this: The Kos (current numero uno), Scott Clark, Kevin Harlow, P.K. (in the punk rock shades), Breithaupt, Tim Lillethorup from Nebraska, Kirk Sullivan, Larry Stone, Jess Guymon, and Glen Adams from Utah.

HOT SHOTS



A stationary drop-in into the awesome Keyhole Bowl at Marina. There are not too many people who can do this. Mark DiCarlo at the helm.



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Jersey number	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	@ 2.00/nbr.
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Peter Loncarevich, 15 Expert, feverishly races the Diamond Back Pro frame and fork. The frame is constructed of 1.2 gauge 100% heliarc-welded chrome-moly.

DIAMOND BACK FACTORY TEAM EQUIPPED BY
BILL WALTERS, HARO, JOHAR, OAKLEY, PREMIER AND VANS.

Eddy "The King" of the 16 Expert Class races the same Pro frame and fork. The Pro fork, like the frame, is of 1.2 gauge 100% heliarc-welded chrome-moly.

One of the hottest Pros in the nation, Harry Leary, was instrumental in the development and engineering of the Diamond Back Pro frame and fork. This frame and fork combo is finished in triple hi-lustre chrome.



The terror of the 8 Expert Class, Aaron Stevens, wins consistently on his Diamond Back Mini frame and fork. Constructed of 0.9/0.6/0.9 gauge "DOUBLE-BUTTED" chrome-moly, the Mini frame and fork weigh an unbelievably low 4 lbs. 10 oz. and are available in triple hi-lustre chrome.

Doug Davis, on the Medium Diamond Back, the most popular frame and fork, dominates the 12 Expert Class. The Medium 1.0 gauge frame and 1.2 gauge fork are 100% heliarc-welded chrome-moly.

Mike Horton, always at the top of his 11 Expert Class, also races the Medium frame and fork. Combined weight of the Medium frame and fork is a mere 5 lbs. 5-1/2 oz. Both are available in sizzling red, electric blue, and triple hi-lustre chrome.

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diagnose this contagious fever? Because the Diamond Back Factory Team and their two-wheeled terrors are a phenomenon never before seen. Besides having the most powerful racing effort of any factory team in the nation, these six guys also work in conjunction with Diamond Back's full blown

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*Torker received the Number 1 Team of the Year Award from both the ABA and the NBA in 1979 and 1980.

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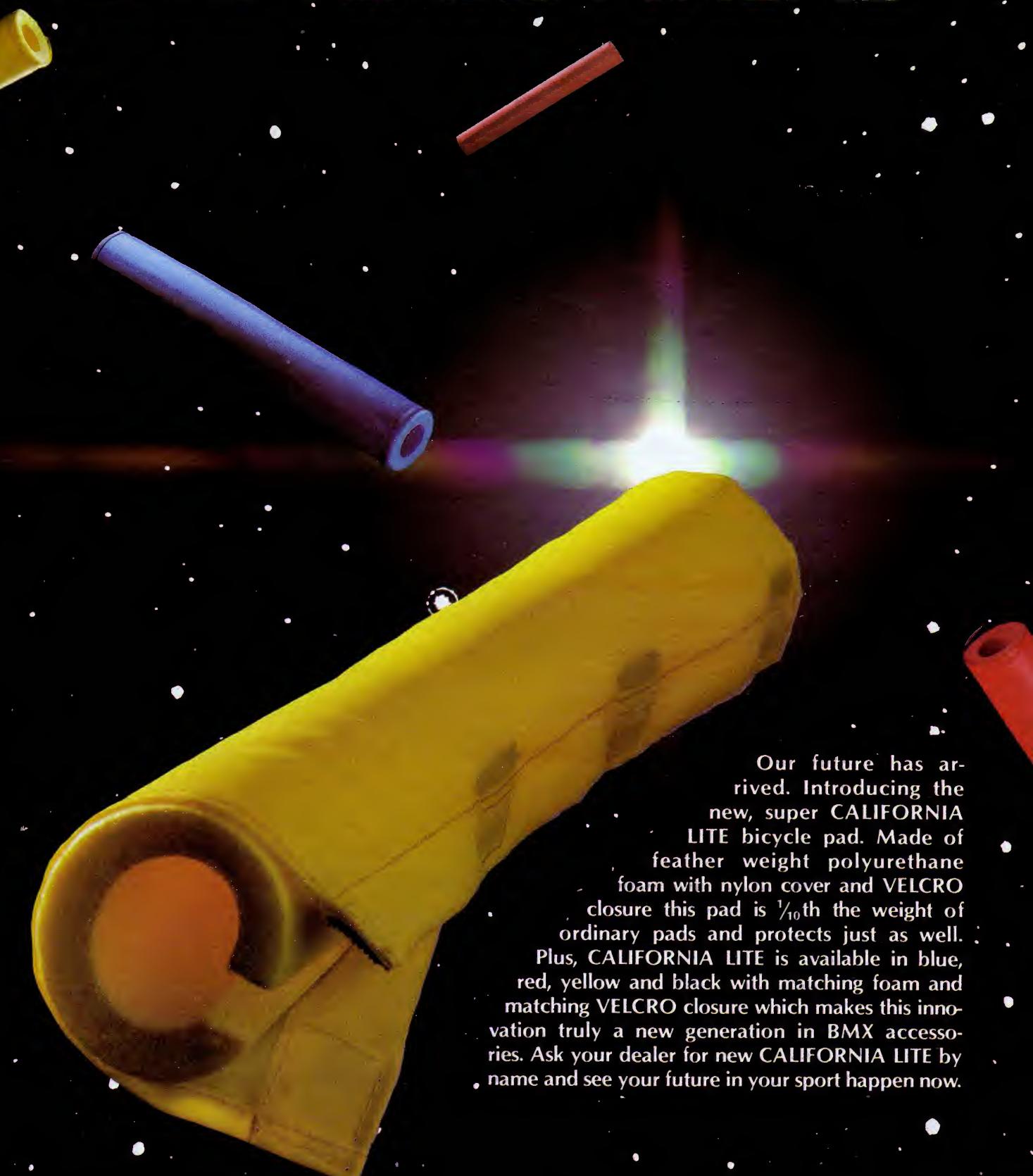


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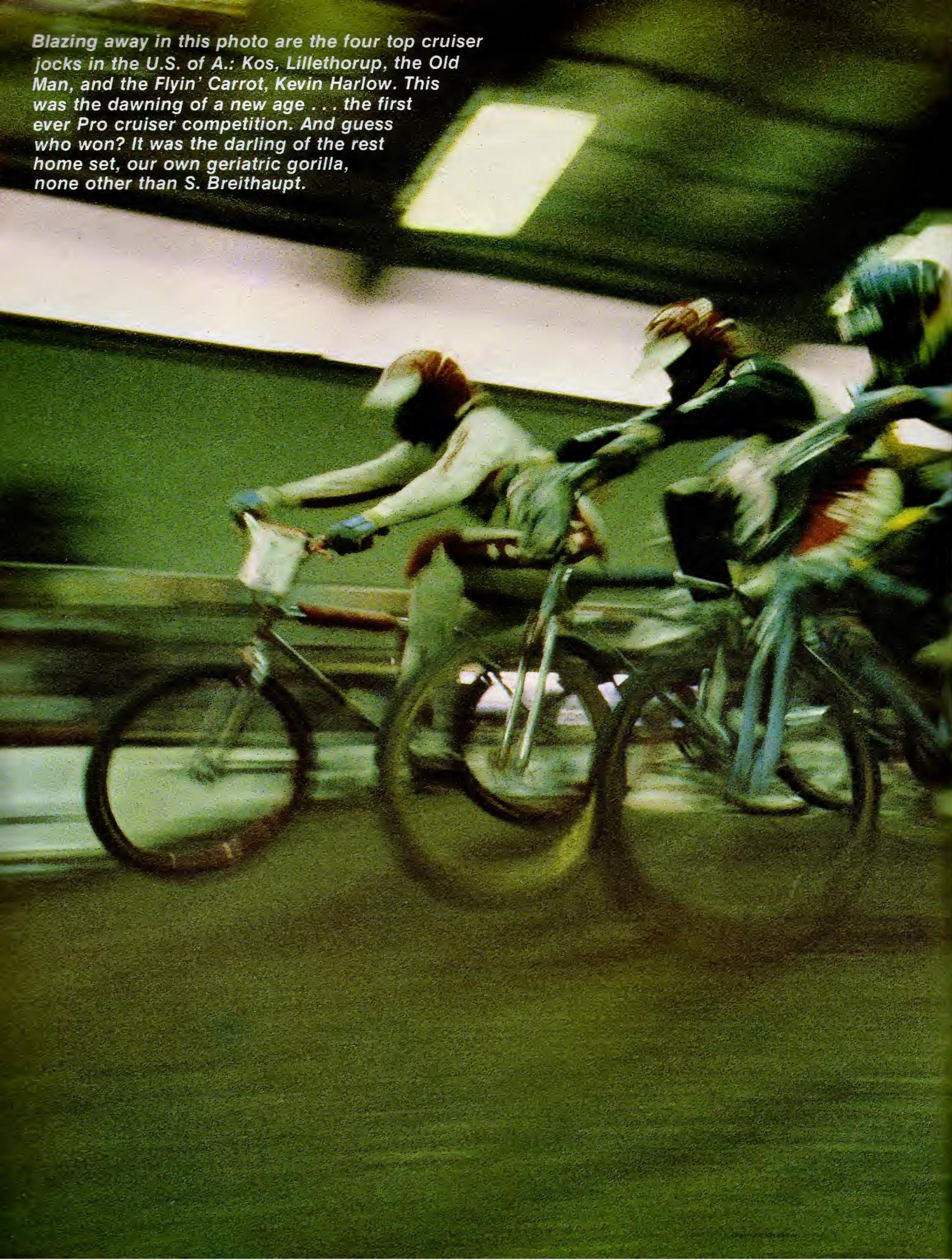
A HOT TIP

LITE YEARS AHEAD

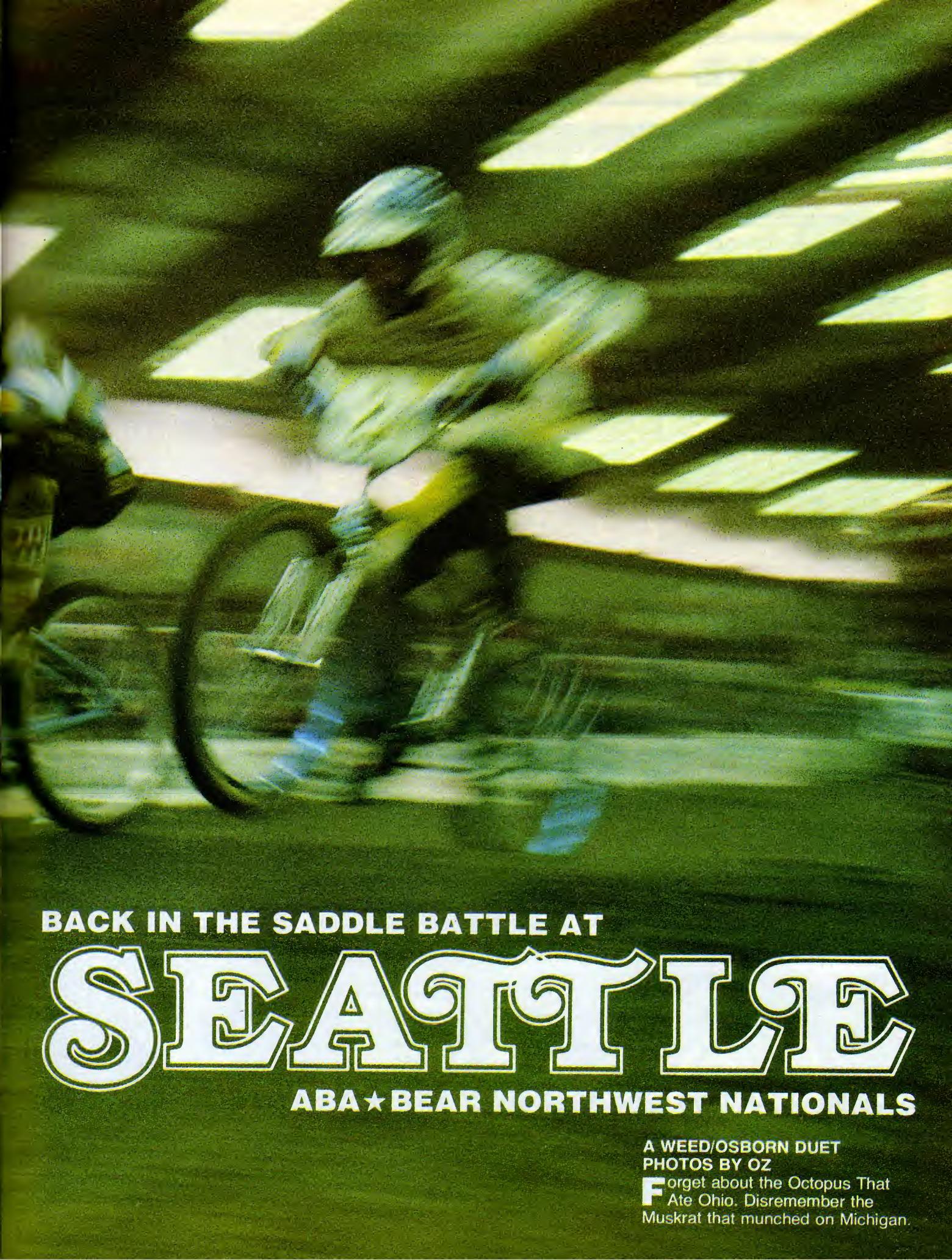


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Blazing away in this photo are the four top cruiser jocks in the U.S. of A.: Kos, Lillethorup, the Old Man, and the Flyin' Carrot, Kevin Harlow. This was the dawning of a new age . . . the first ever Pro cruiser competition. And guess who won? It was the darling of the rest home set, our own geriatric gorilla, none other than S. Breithaupt.



BACK IN THE SADDLE BATTLE AT
SEATTLE
ABA★BEAR NORTHWEST NATIONALS

A WEED/OSBORN DUET
PHOTOS BY OZ

Forget about the Octopus That
Ate Ohio. Disremember the
Muskrat that munched on Michigan.

SEATTLE

Everybody loved the track. There were gnarls galore. The jumps were a li'l higher, the moguls were a little moglier.

Deep six the rodeo aroma'd sponge cake colossus that stymied Seattle.

Y'all recall the infamous giant brown angelfood cake indoor show at Monroe County Fairgrounds—the first big national of last year's summer tour? This year the ABA selected Seattle to kick off their National shed-yule, as they say in London.

This time 'round somebody remembered to bring the dirt inside before the famed Pacific Northwest clouds converted the clods into goo. No goo meant no sawdust. And that, sports fans, meant no chocolate spongecake. Just conventional indoor racing on conventional outdoor dirt.

You could say the event sponsor is bullish on BMX. Bear Development acting bullish? Get it, all you bull market/bear market Wall Street woobies? And with the makers of the Super BMX helmet as the co-sponsor it would be appropriate to call the show a Bear/Premier '81 premiere.



Billy Felts (719) dealt the compo double defeats on his JMC Twerpmobile.



Carl Butler (30) just missed a triple, taking second in the 11-12 Open behind Roy David.

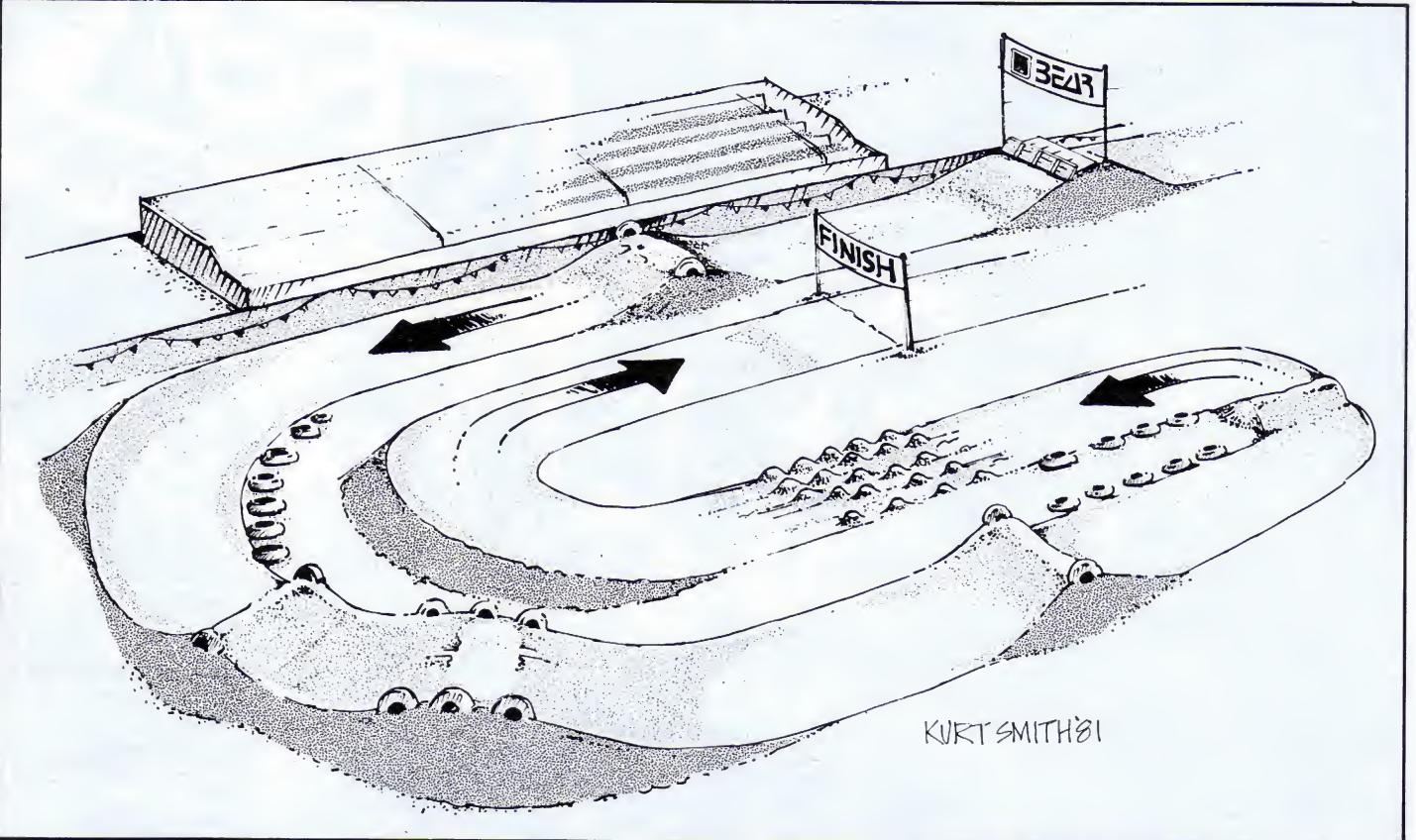


Tension City. The lineup for the 14 Novice Main. Washington's Willie Williams (199) won it. Bill Fay (224), counting his knobs, took second. Brian Cottrell (331) was third.



Stu, aiming to regain his lost Number One Pro plate, won the AA Pro main, beating Harry and the current top spotter, Brent Patterson...

SEATTLE



That goofy-footed galoot on the outside (867) is 15 Over Open winner Bob Medrano. Mike Poulson (3) was runner-up. Sandwiched between these rough customers is our own Mike Buff (516) who finished third.



Andy Patterson GT'd to winners' trophies in 16 Expert and the 15 Over Trophy Dash.

New Years mean new things and new flings. The newly inked factory galoots were displaying their new threads and machinery while the ABA, bubbling about their new administration building back in Chandler, was ready to try something new too.

The sport's largest sanctioning body decided to reverse their engines after charging riders to get in at the Kuwahara Grand Nationals at Oklahoma City last November. For the Monroe show, there were

no spectator fees for racers, racer's families, racer's friends, or plain ol' strangers walking in off the street. The ABA hopes this move attracts more viewers and more potential BMX participants. It's a neat idea. So a tar-rah-rah-boom-dee-ay for the ABA for deciding to pass up a few bucks today with thoughts of building a bigger sport tomorrow.

Another change, sort of, but not really, was the practice setup. The li'l guys got to warm up with other li'l guys instead of the gargantuans.

Bart, in his first moto, blew away some of the heaviest pros... and wound up taking fourth in Trophy and sixth in the cash main.

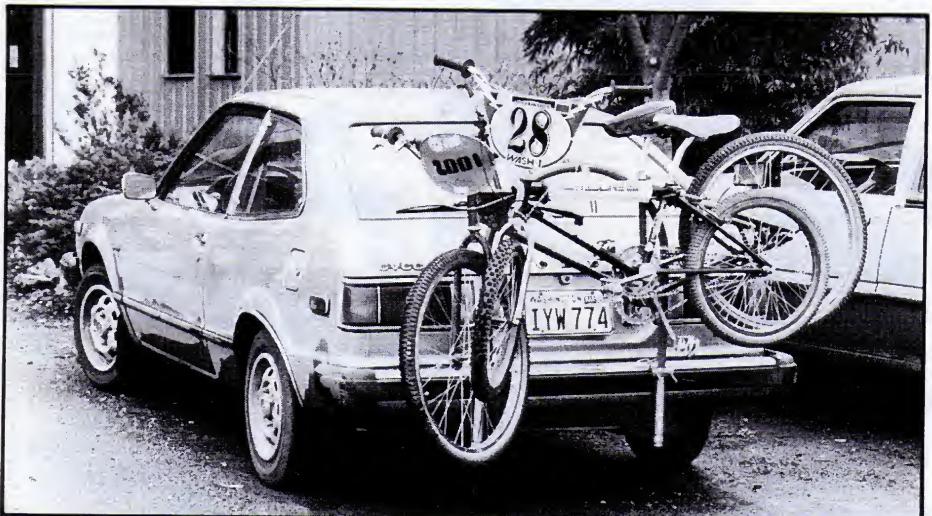
SEATTLE

The age-group practice worked great. It should be standard at every large race.

Bringing the dirt inside from the outside where rust never sleeps meant the ground inside didn't seep. Super soil let Seattle shoot for a super race layout. Everybody loved the track. There were gnarls

galore. The jumps were a li'l higher, the moguls were a li'l moglier. No freight training. Passing was possible anywhere a racer could muster the mustard.

Getting back into the swing of swoopin' after Indy, it becomes increasingly more apparent that serious motocrossers are getting



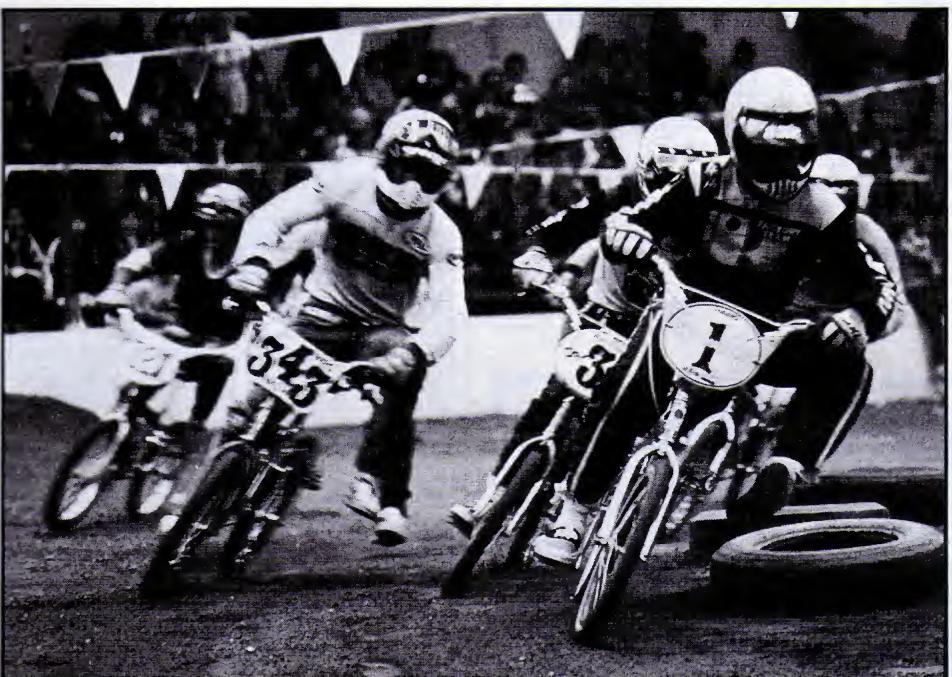
Signs of the times. A twenty-inch bike used in one of the nation's fastest growing sports. A cruiser racer from the class that's comin' on. An imported anti-OPEC machine hauler.



Racin' Jason Jensen doubled on his black-and-copper berm-bopper.



RRS's Darrell Young (4) scored the only triple with some ragged edge recovery magic. Check the crab on his front wheel after he caught a tire with his inside foot.



Jon Marzolf (1) topped 15 Experts. Ron Anderson (3) was second.

ABA RULES CHANGE

New Years often means new rules, and the ABA came up with a bunch of 'em. There are now two Pro classes—A and AA. Sort of the big leagues and the high minors. The A class is an intermediate step between 16 Expert and the full bore Pros. It gives the new go-for-doughers a chance to get their feet wet before having to do battle with Brent and Greg and Stu and all the other heavy dudes. A thousand smackeroonies in earnings automatically transfers a bold young dinero daredevil into the ultra primo AA class.

Cruiser competition now has three classes: Junior (13 and under), Senior (14 and over), and Pro (with a minimum 100% payback). All three cruiser classes will receive national points only.

Powder Puff classes are now 8-under, 9-10, 11-12, 13-14, and 15-over.

A change in the starting regulations requires that each rider has his front tire against the gate when the commands begin.

A new safety rule requires a permanent chin strap attached to the helmet. Snaps are no longer allowed. This means helmets like the Pro-Tec have to be modified to be legal. The Pro-Tec tech types were in Seattle in full force offering a Li'l Jim Dandy conversion quickie for two bucks. Face protection remains a recommendation, but is not mandatory. ■

seriouser and seriouser, at least if they want to win. The Joel Robert (six time motorcycle motocross world champion) training schedule—party, play, and then pass everybody in sight on sheer talent—doesn't work anymore for the motor MXers. More and more BMXers are coming to realize that the winning really doesn't come at the track on race day. The

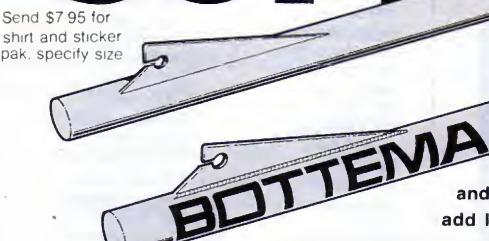
checkered flag is just an acknowledgement of previous training efforts and head psyching—a way to keep score of who worked the hardest.

The Great Northwest test drew a bit under a thousand entries for 126 motos. The no-fee policy brought out a fine number of spectators—a good show up for the middle of snow season.

BEAR/ABA NORTHWEST NATIONAL SEATTLE, WASHINGTON

PRO AA MONEY	9-10 OPEN
Stu Thomsen	Mark Perez
Harry Leary	Mark Wilson
Brent Patterson	Joel Stangeland
Jeff Ruminer	10 EXPERT
Kevin McNeal	Mark Perez
Bart McDaniels	Joel Stangeland
Denny Davidow	Don Carwell
Perry Kramer	10 NOVICE
PRO AA TROPHY	Rob Critchlow
Stu Thomsen	Heath Craig
John Crews	Chris Wharton
Scott Clark	9 EXPERT
Bart McDaniels	Jason Jensen
Kevin McNeal	Jeff Molten
Frank Post	Jason Wharton
Kevin Ridling	9 NOVICE
PRO A MONEY	Mitch Raich
Stan Gebrowski	Jeff Mill
Tommy Brackens	Tommy Floyd
Jeff Halleib	8 UNDER TROPHY
PRO TROPHY	DASH
Stan Gebrowski	Adam Baker
Tommy Brackens	7-8 OPEN
Brent Brown	Trevor Pigott
15 OVER TROPHY DASH	Mike Landis
Andy Patterson	Alford Charles
15 OVER OPEN	8 EXPERT
Bob Medrano	Trevor Pigott
Mike Poulsom	Mike Landis
Mike Buff	James Smith
16 EXPERT	8 NOVICE
Andy Patterson	William Russell
Mike Poulsom	Joey Hespelt
Bob Medrano	Brendon Myres
16 NOVICE	7 EXPERT
Joe Halleib	Adam Baker
Roger Zigler	Jeff Briggs
Rusty Hall	Brad Moore
15 EXPERT	7 NOVICE
Jon Marzolf	Jason Bender
Ron Anderson	Marty Ehnat
Marty Ehnat	Clint Bate
15 NOVICE	Monte Wharton
Pat Bailey	6 UNDER OPEN
Chris Sly	Billy Felts
Darrian Small	Roger Moore
13-14 TROPHY DASH	John Lord
Darrell Young	6 EXPERT
13-14 OPEN	Billy Felts
Darrell Young	Roger Moore
Gary Ellis	John Lord
Pete Loncarevich	6 NOVICE
14 EXPERT	Pop Lemmon
Darrell Young	B.J. Nilles
Charlie Williams	Brian Mill
Pete Loncarevich	5 YEAR OLDS
14 NOVICE	Marshall Neil
Willie Williams	Tom Bennett
Bill Fay	Glen Tamura
Brian Cottrell	PRO CRUISER
13 EXPERT	Scot Breithaupt
Richie Anderson	Tim Lillethorup
Robbie Foster	Jess Goymon
Bubba Hayes	SENIOR CRUISER
13 NOVICE	Joe Claveau
Eric McCormick	Tony McDaniel
Ricci Calderon	T.J. Landis
Kirk Lassens	JUNIOR CRUISER
11-12 TROPHY	Ron House
DASH	Scott Campbell
Carl Butler	Donny Graves
11-12 OPEN	FACTORY TEAM
Roy David	TROPHY
Carl Butler	JMC
Chris Torres	BIKE SHOP TEAM
12 EXPERT	TROPHY
Chris Torres	Foster Trucking
Roy David	15 OVER GIRLS
Kenny Fox	Misty Dong
12 NOVICE	Valerie McKiernan
Brent Taylor	Sandy Murphy
Brian Gardmen	11-12 GIRLS
Olaf Woody	Debbie Kaslow
11 EXPERT	Sue Gingrich
Carl Butler	Lisa Grossman
Mike King	9-10 GIRLS
Digger Kaslow	Julie Sokaloff
11 NOVICE	Christine Thompson
Jason Jones	Mindy Peterson
Clint Capstin	8 UNDER GIRLS
Mike Benning	Lisa Terry
9-10 TROPHY DASH	Rainey Wright
Jason Jensen	Kim Holbrook

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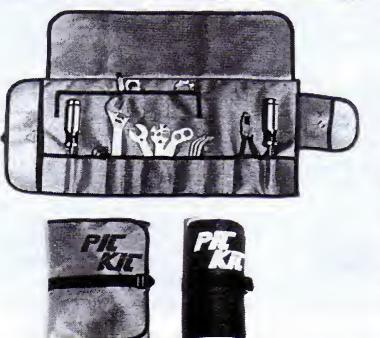
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SEATTLE

The AA Pros were looking A-OK. Remember the Flying Featherweight? Bart McDaniels, Washington's own, a dude that

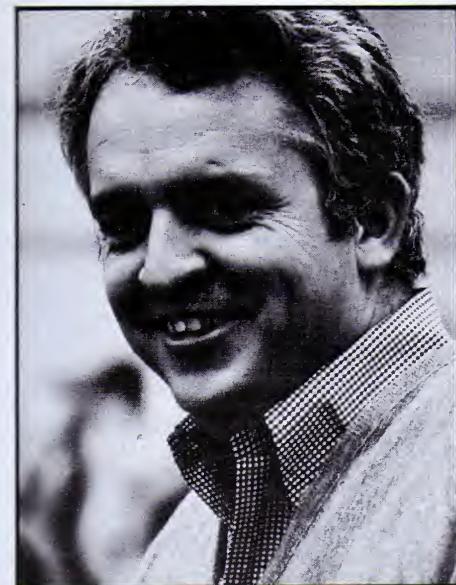


This is either the Star War's Erector Set That Overran Seattle—or the Space Needle. We just want to keep you up on a bit of the local culture.

makes skinny look fat? In last year's spongecake set-to Bart spun his ninety pounds up on top to win the Pro Trophy and grab fifth in the Pro Money main despite bobbling.

Bart was looking for a repeat on solid soil. In his first moto, he blew away some of the heaviest Pros going, and the stands went totally crazy. Life got a little more complicated after that, though. Bart wound up taking fourth in Trophy and sixth in the cash main.

The happiest Pro, though, was rompin' stompin' Stu. He knew what to do when he found ground he wouldn't sink in. Last year, Stu retired after what could be called



This smilin' gentleman is John Owens, president of Bear Development, sizing up how things were developin'. Bear sponsored this hootennanny.

one race. Actually, it was more like a perverse Monopoly game. Advance one, sink two, go to jail, no bail, do not collect two hundred dollars.

Stu, aiming to regain his lost Number One Pro plate, won the AA



Stu Thomsen finished one of his motos abruptly after the first jump. A Brent Patterson pedal did the deed. But it didn't slow Stu down much... 'cause he won both Pro mains!

Pro main, beating Harry Leary and the current top spotter, Brent Patterson. The Red Line mainliner also won the AA Trophy Dash.

All in all, the Bear show at Monroe proved to be a dandy opener for ABA '81. Definitely a saddle battle worthy of Seattle, a totally neat buns-on-the-seat treat, a top deal wheel peeler, a high rankin' cosmo crankin' contest and fun-fest... ■

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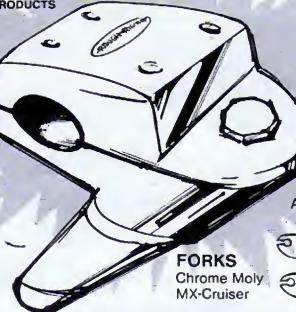
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FACTORY RED LINE

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TRICK RIDING

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TRICK

AERIAL KICK- TURN & DROP-IN

*NOTE: DO NOT EVEN
THINK OF TRYING THIS
TRICK UNLESS YOU ARE
AN ADVANCED TRICK
RIDER AND WEARING
FULL SAFETY GEAR.

RAMPANTLY RADICAL RAMP
ANTICS BY R.L. OSBORN
LENSING BY OZ; NOUNS AND
VERBS BY LEN

What goes up must come down and all that. This month's maneuver combines aerializing a kick-turn, doing a balance wheelstand, and topping off with a drop-in.

When R.L.'s cookin', he can land on the top of the ramp without putting a foot down, pivot around to complete the 180, balance a bit, and then drop in. He flashed a perfect no-footer at Anaheim last fall at the Vans' Pro Spectacular.

In our photo series, we're showing you the safety-first dab technique. When you've practiced

that a bunch, you can go for the ultra feet-upper.

You have to learn this trick on a big ramp. You really can't work up to it. It's basically sink or swim, do it or don't do it.

Make sure you have a good kicker to hold the ramp secure. When you're whipping around in mid air, it's nice to know the ramp is going to be where you expect it to be.

For info on how to build a normal sized ramp, turn to page 71 of the June, 1980 issue, and check the diagram. For a six-foot quarter-pipe ramp, you'll have to extrapolate a little or wait until your MFM gets on the stick and prints the hush-hush secret details.

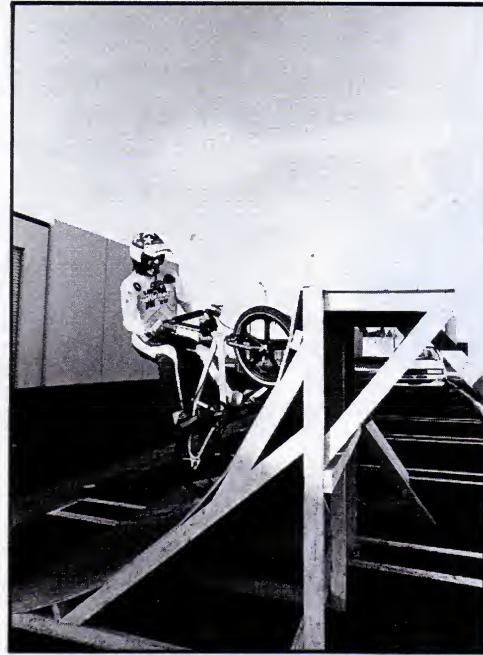
And don't forget full safety gear for this or any kind of aerial trick.

continued



TRICK RIDING

R.L. leveled his pedals, with the right foot back, during his approach. He stopped cranking about a bike length before reaching the ramp.



Half way up the ramp, he loaded his legs (by flexing his knees) and then sprung up, whipping his hips around.



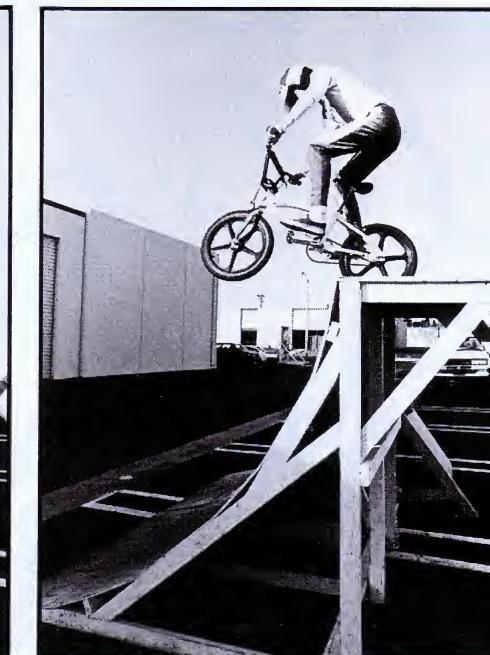
The bike continued climbing and 180ing in midair. Properly timed, the kick-turn lands the rear wheel on the front edge of the ramp top. If his aerial was short, R.L. would step off on top with his left foot first and hang onto the bars. Learners are likely to be short rather than long.



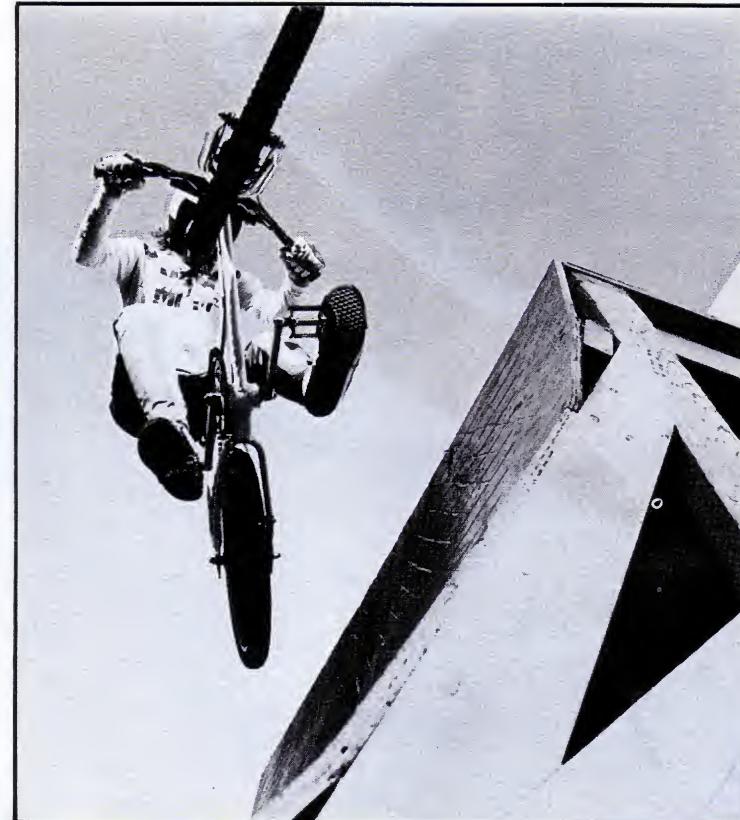
Next he plants his left foot and pivots the bike around to prepare for the drop in.



R.L. lowers the front wheel while maintaining pressure on the coaster brake. For the drop in, you just have to go for it.



The coaster brake remains on until just before the front wheel touches down on the ramp. Then R.L. eases off enough to let the bike coast down.



Another angle to let you untangle the aerial artistry.



Check the left foot coming off as R.L. completes the kick-turn.



Also note the right foot on the coaster brake as he prepares for the drop in.

MATTHEW WEEKS, A STAR ON...

SUPERMAX

CRMO



AGE: 15 years. STAR SIGN: Cancer.
SCHOOL: Springwood State High.
INTERESTS: Surfing and motorcycle motocross.
TITLES: (14 yrs) Quicksilver Grand
National (1st), Open Quicksilver Title (1st).
Super National (Aust. v USA) (1st).
Queensland Age Title (1st).

Malvern Star

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The MX-5 Adjusting Cup

Tange-Seiki takes the mystery out of headset design.

Most people don't know a headset from a headphone. Some don't even know their bicycle has one. And even fewer ever think to adjust them.

If you're a serious racer, you can't afford to ignore your headset. Headsets that loosen, shake, rattle and roll can give you a real headache.

Our MX-series of competition motocross headsets are designed for total performance on or off the track.

What makes these headsets so hot?

Take apart our new MX-5 pro set and you'll see for yourself.

Right from the top you can spot the MX-5's light alloy, anodized locknut and washer. First class looks and nearly weightless.

Our exclusive adjusting cup is next. The forged light alloy body features a full-shroud design to keep excess dust and dirt out. And for super reliability a ball race of nickel chromoly steel is added inside.

Using the 30mm hex nut integrated into the adjusting cup of our MX-5, precise and positive fine-tuning is a snap. There isn't an easier, more reliable way to adjust a headset.

Under the cup roll Tange-Seiki's own precision ball retainers. 15 SuperHard, SuperRound chrome steel balls in a



retaining ring that maintains accurate spacing for minimal friction under heavy loads. The ball retainers are factory-lubricated with the finest grade grease for smooth rotation.

The upper stationary cone is next. The upper cone is drilled to reduce weight. And the lower cup is light alloy and nickel chromoly inside, styled and anodized in blue, red, or gold.

A second ball retainer then slips into the lower cup, and the crown ball race finishes it up.

Now that's what we call a headset.



Two more top-flight headsets from Tange-Seiki. The pro-style MX-3 (left) and the rugged MX-2 are both wrench adjustable.

Still have some questions? Get yourself down to your motocross specialist. He can show the proper adjusting techniques and tools, and the Tange-Seiki headset that's right for you.

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GET RAD

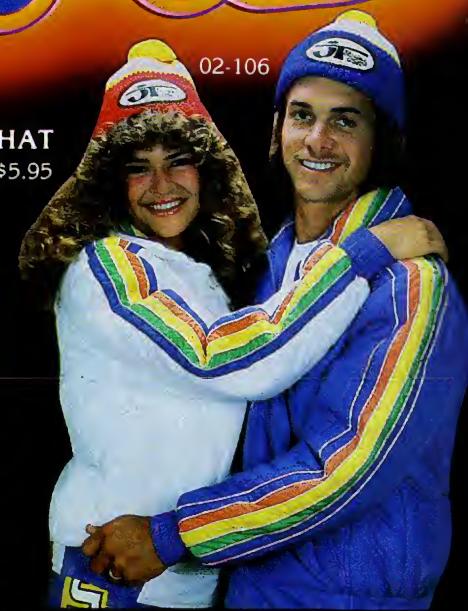
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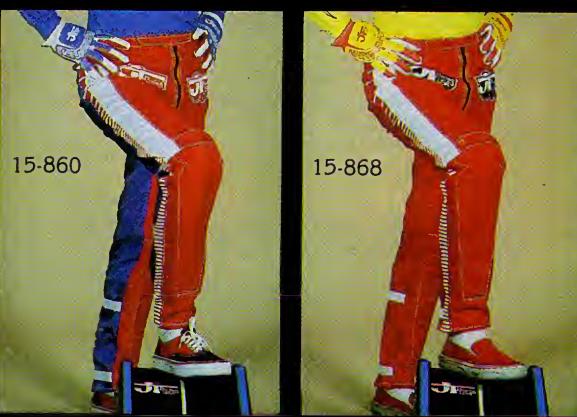
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JEFF WATSON: AERIAL KING

PHOTOS BY OZ
WORDS BY WEED

Sherlock Holmes is famous for saying: Elementary, my dear Watson. But around skateboard parks in Southern California, it's more like: Hey, where's your fear, Watson?

One look at Jeff Watson's totally tilted aerial wizardry and you have to figure the guy is a prime candidate for the Looney Tunes Hall of Fame. Soil samples are one thing, but eatin' concrete on a bike? That smarts. What do they do—toss 'em raw lion's liver once a week and turn him loose?

Only, Jeff Watson really is a cool, calm, collected sort. The rad madness appears only when he nears vertical concrete. Then his excitement igniters start fire like crazy. Mild mannered Jeff Watson becomes Gyratin' Jeff, the boogaloo bicycle berserker, a certified vertical virtuoso with a degree in Aerial Trickenometry.

His addiction to aerials is incurable. Moo's Bike Shop, where he works part time, is his sponsor. Bottema Forks helps with a co-sponsorship. Jeff's goal is a total sponsorship that would support his expensive habit. Concrete collisions are costly—on bike and bod.

Jeff really piles on the armor plating. Rumor has it the U. S. Army is after him. They want to mount a gun turret and use him as a miniature tank. Yeah, sure. Seriously, the safety gear does keep him from breaking apart, but he's always breaking parts.

"It took a reaaaalll looooong time to break my Mongoose." Two years, to be exact, before he finally broke his flying machine. Rims,

bars, and goosenecks get purple-hearted or sent to the coroner's office regularly. When Jeff broke his last pair of chrome-moly forks, Jeff B. built Jeff W. a custom pair of Bottema forks with thicker tubes, reinforced in the stem. That ended any fork trubs, at least for the time being, but the carnage on other fronts continues.

Old style Tuff Wheels seem to last the longest for pool and park pounding. Jeff already had three whole weeks on the wheels shown in these pics lensed at his main launching pad, Rancho Skatepark, in Colton.

Putting a wrap on this profile of a real gravity zapper, we'd have to cast our vote for the fearless peerless Jeff Watson. He's definitely a hot one. *continued*



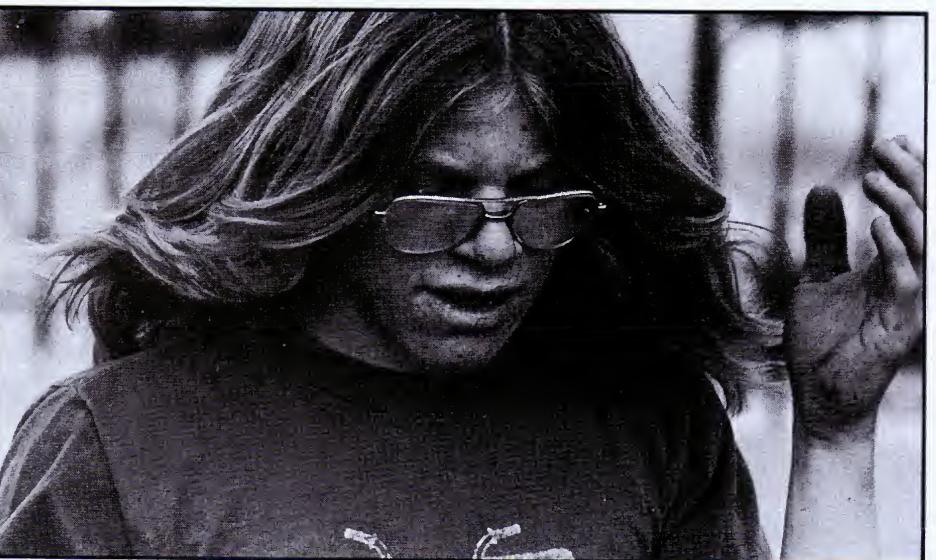


*Watson at Rancho... a
master at work.*



KING OF THE AERIAL

Watson, referring to his last bike, "It took a real long time to break that Mongoose."



Concrete is much harder than dirt. Watson dresses accordingly.

JEFF WATSON

AGE: 17

HOME TURF: Riverside, California
SPONSOR: Moo's Bike Shop in
Riverside

CO-SPONSOR: Bottema Forks
HOME SKATEPARK: Rancho
Mediterrania Skatepark

PERSONAL GEAR:

Pro-Tec helmet
No-name elbow guards
Kondor leather wrist braces
Moto-X Fox Mud Paw gloves
Moo's T-shirt
OP shorts with Hip N' Tail
pads added
Rector knee guards
Soccer socks
Soccer shin guards
Home-made ankle pads
Vans hi-top tennies

VEHICLE

Red Line Pro-Line frame
Bottema forks, reinforced for
Watson
MCS stem
Red Line Pro-Line V-bars
Oakley Three grips
Avocet touring seat
Red Line chrome-moly seat post
Sun Tour alloy seatpost clamp
Johar safety pads
Tuff Wheels with coaster brake
Mitsuboshi 2.125 Stadium tires
16 tooth rear sprocket
Regina chain
Red Line 170mm Flight Cranks
Red Line 44 tooth alloy front
sprocket
MKS BM-10 pedals ■



Watson's hang-it-ALL-out style combined with the unforgiving surfaces of skateparks result in much carnage of equipment.

THE MOST FACTORY MAGAZINE'S
2ND ANNUAL HEFTY

DRAWING CONTEST WINNERS

You totally avalanched us. Put us up to our Wing Things with your graphic flings. Your entries overflowed their containers, spilled onto the floors, clogged up the halls, and complicated the move to our massive yet still dimly lit new abode down the road. There must have been 7000 entries! And the quality was incredible. We were totally blown away by the talent out there in BMXA-land.

Some of your drawings were outta sight or at least all right. Other renderings were a tad rad. Weird, even. Our initial screening picked the good ones. Then the mighty BMXA brain trust (giggle, snort, hardy har har har) went to

work to select the best of the best.

It wasn't easy, but we think you'll agree we found some real winners. Now feast your eyeballs on all this max qual spiffiness.

Oh, yeah, once again we want to

thank the various folks who made the five big prizes available. And to all you pencil pushers, ink tinkerers, and cartoonin' crazies who took the time to enter—a resounding hahboogah! Thanks a bunch. ■

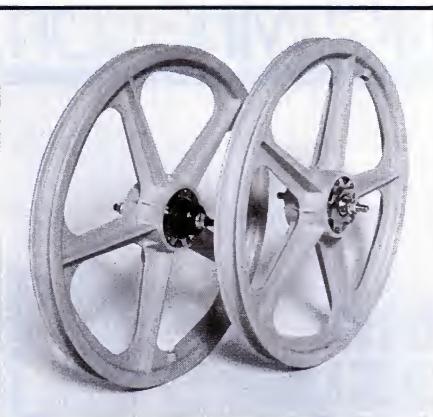


The BMXA art and editorial departments and friends having an awful time trying to pick the final-finalists from the more than 100 semi-finalists. There were somewhere around 7,000 entries and some of the finest moto-graphics we've ever seen.



1st PRIZE

A CYC Stormer Comp I with ACS Z-Wheels, Competition III knobbies, Tuf-Neck stem, A'ME grips, Kashimax seat, alloy bars, Tange TRX Cr-Mo forks, Tourney caliper with Skyway Tuff-Pads, and Takagi Cr-Mo one-piece cranks.



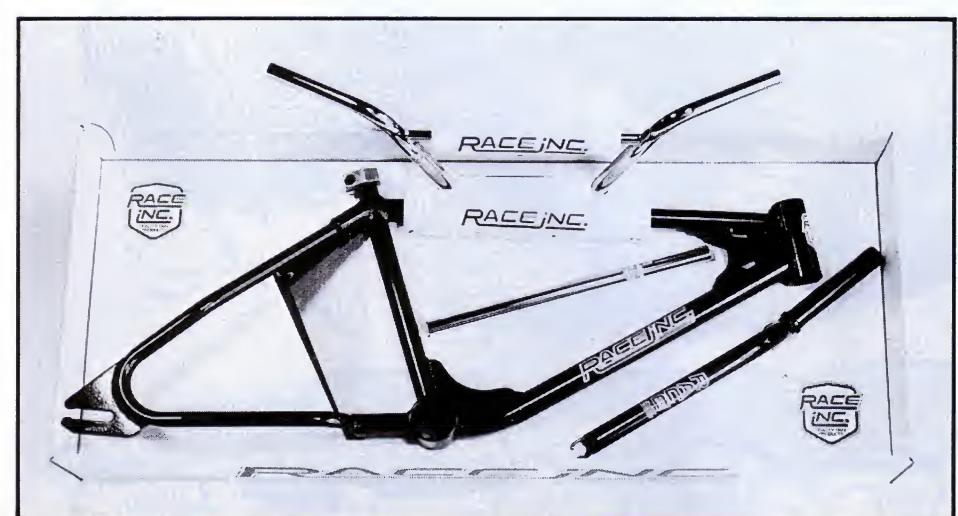
3rd PRIZE

Skyway Tuff-Wheels



4th PRIZE

Bottema forks.



2nd PRIZE

A Race Inc. Race Kit with chrome-moly frame, forks, bars, and seat post, an alloy post clamp, and frame and handlebar pads.



5th PRIZE

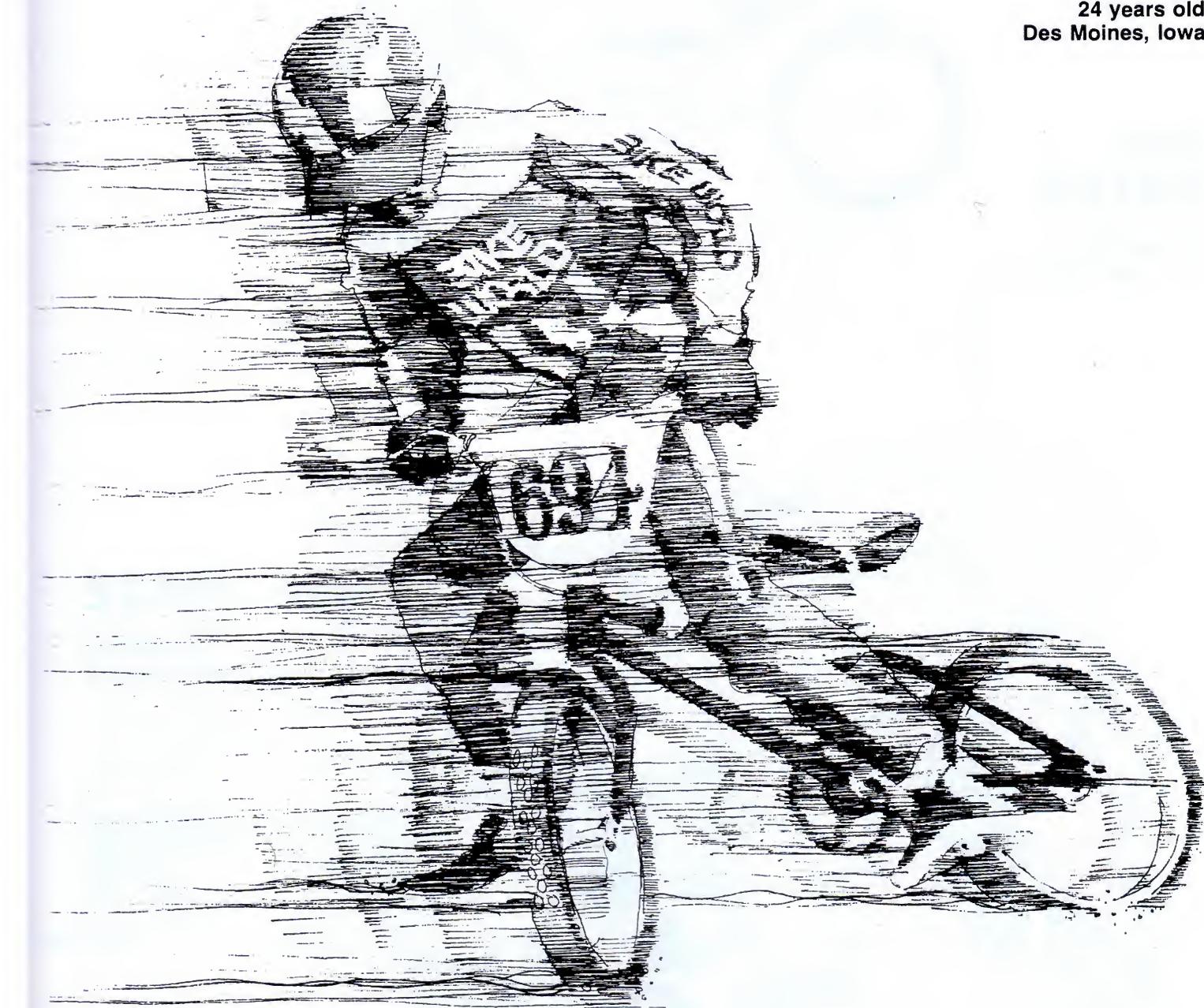
Mighty BMXA safety pads, T-shirt, nylon wallet, and Wing Thing.

DRAWING CONTEST



1st PRIZE

Gene Warne
32 years old
Chandler, Arizona

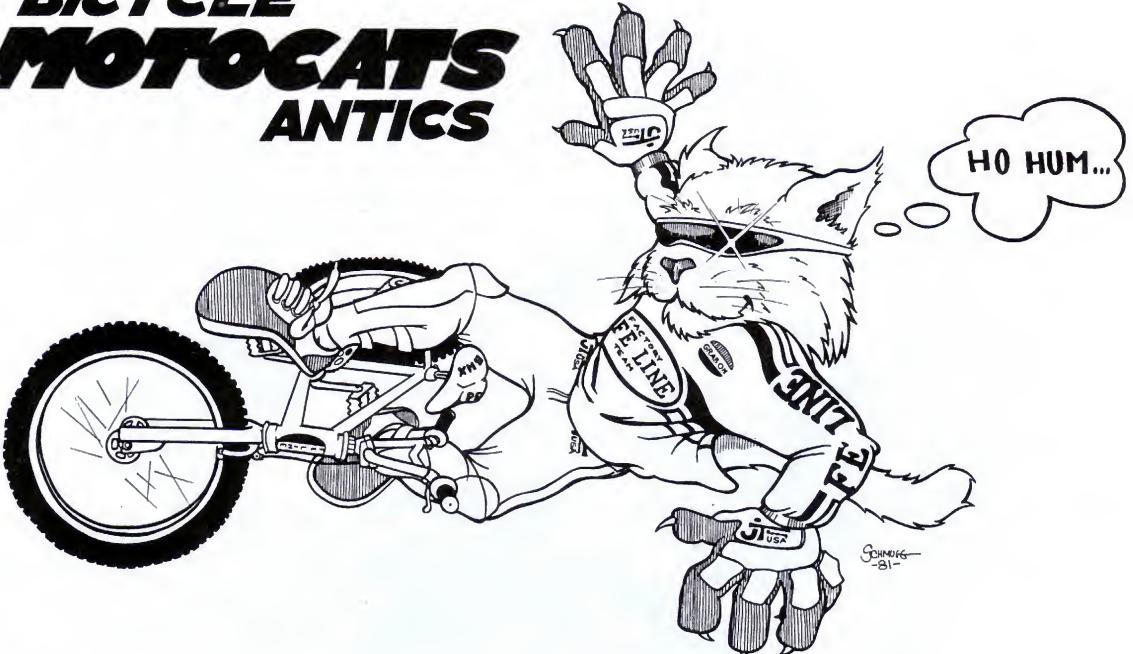


2nd PRIZE

Les Hazelton
24 years old
Des Moines, Iowa

DRAWING CONTEST

BICYCLE MOTOCATS ANTICS



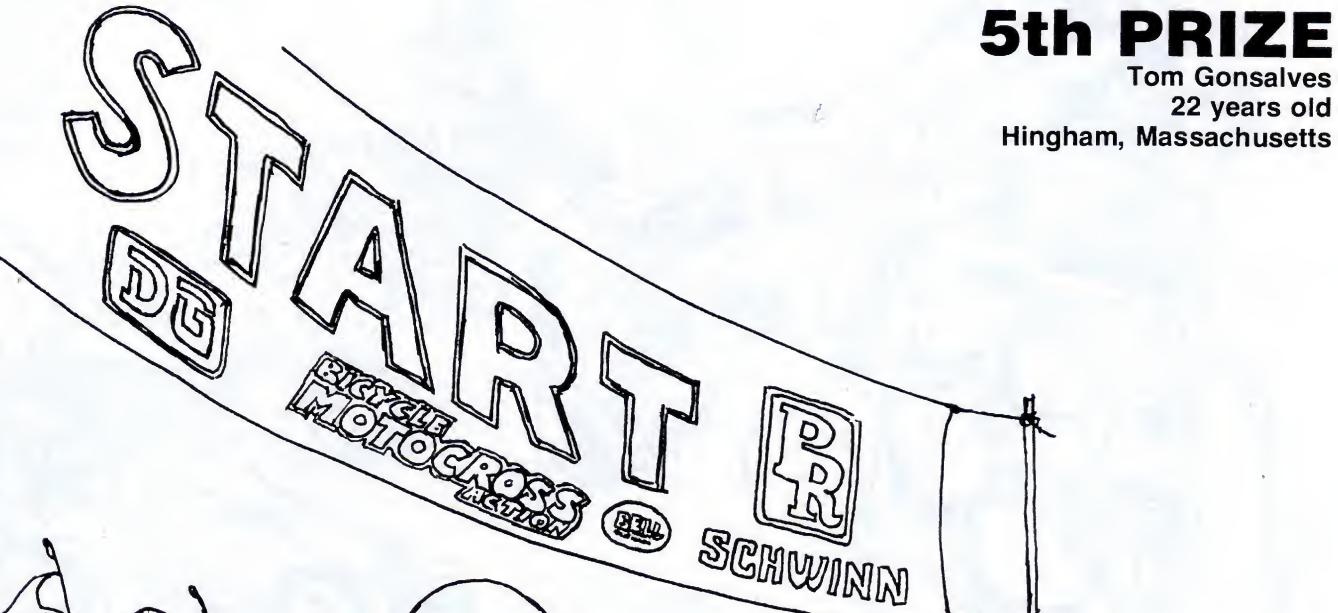
3rd PRIZE

Doug Fulton
23 years old
San Diego, California



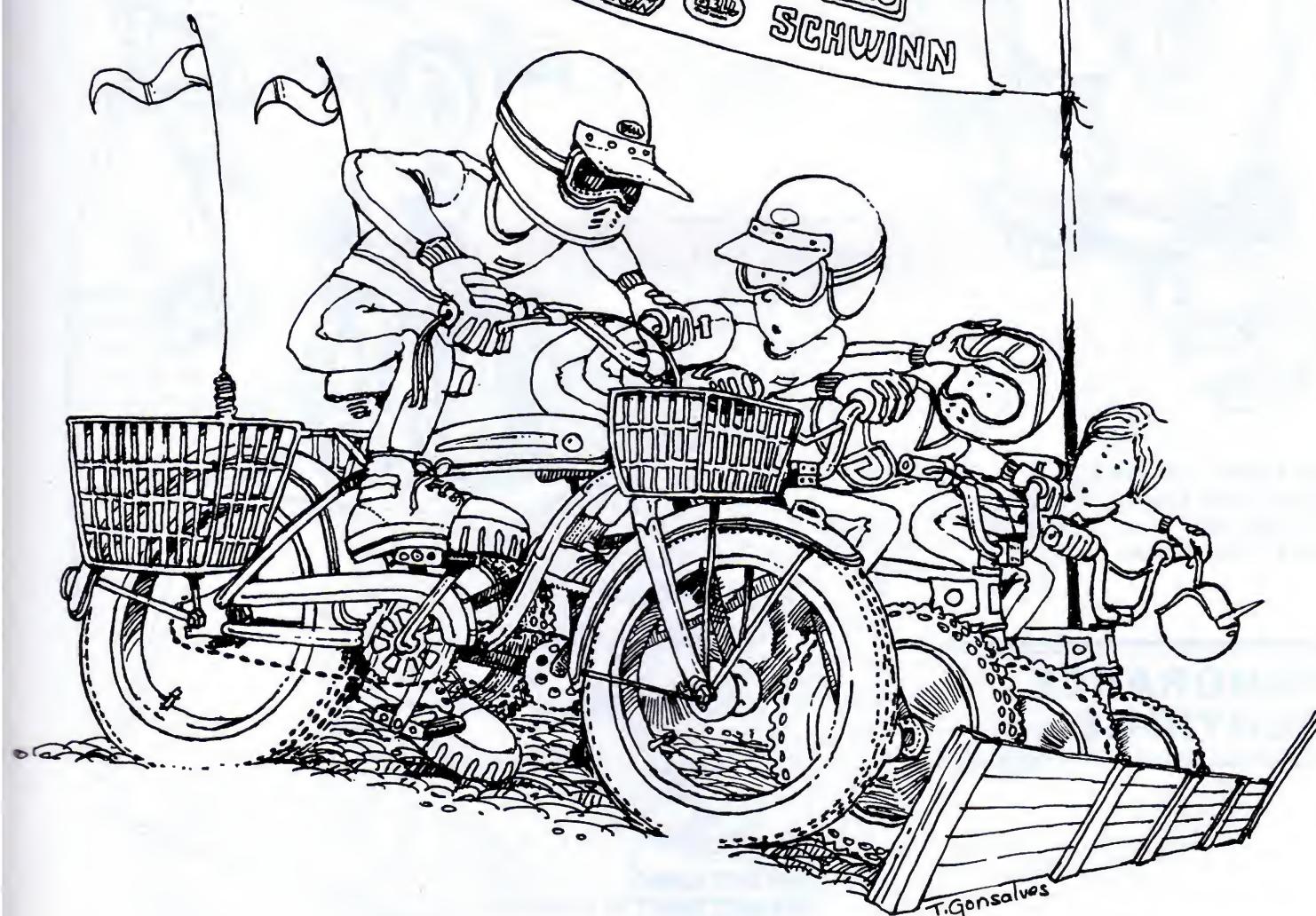
4th PRIZE

Randy Linden
16 years old
Santa Clara, California

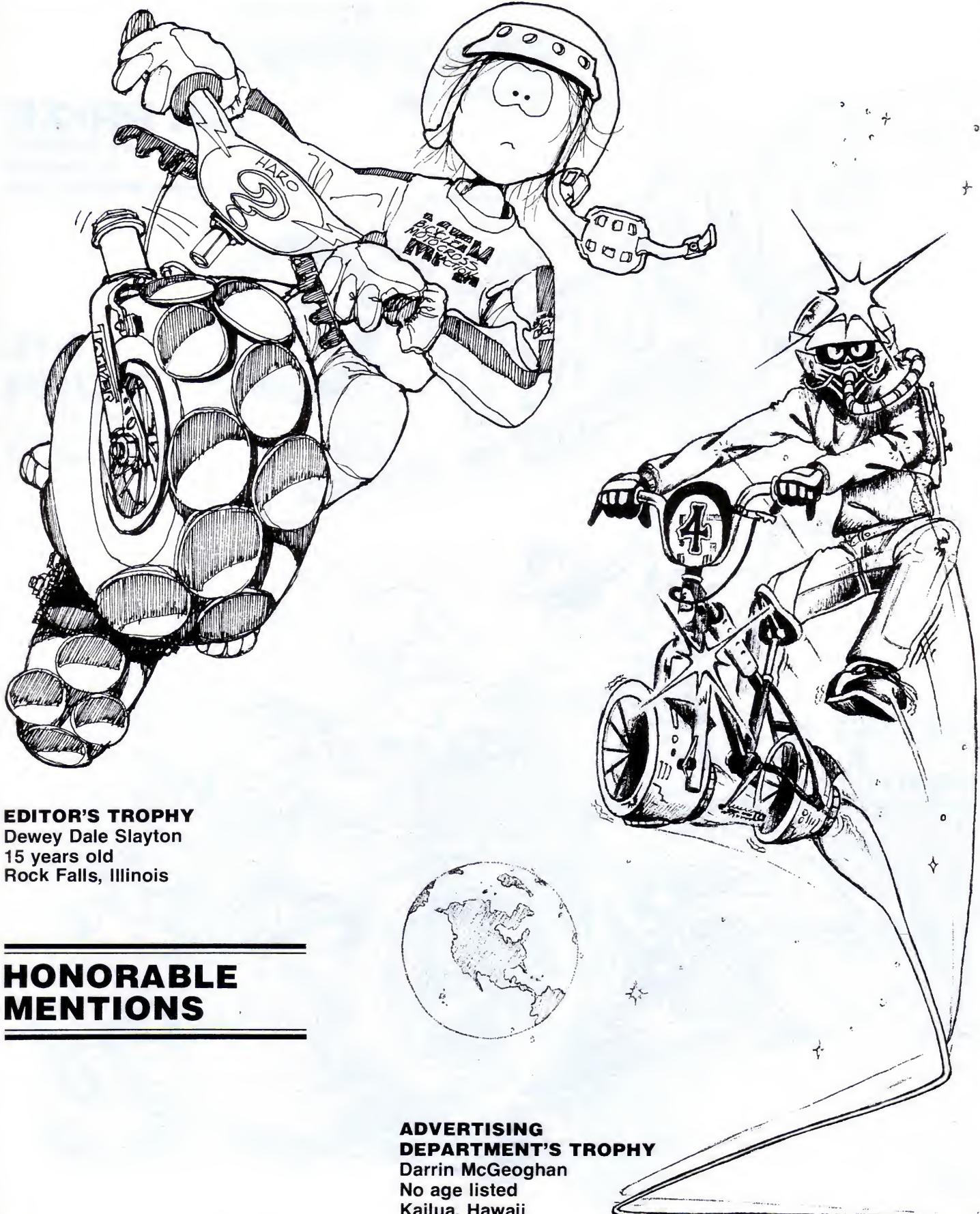


5th PRIZE

Tom Gonsalves
22 years old
Hingham, Massachusetts



DRAWING CONTEST



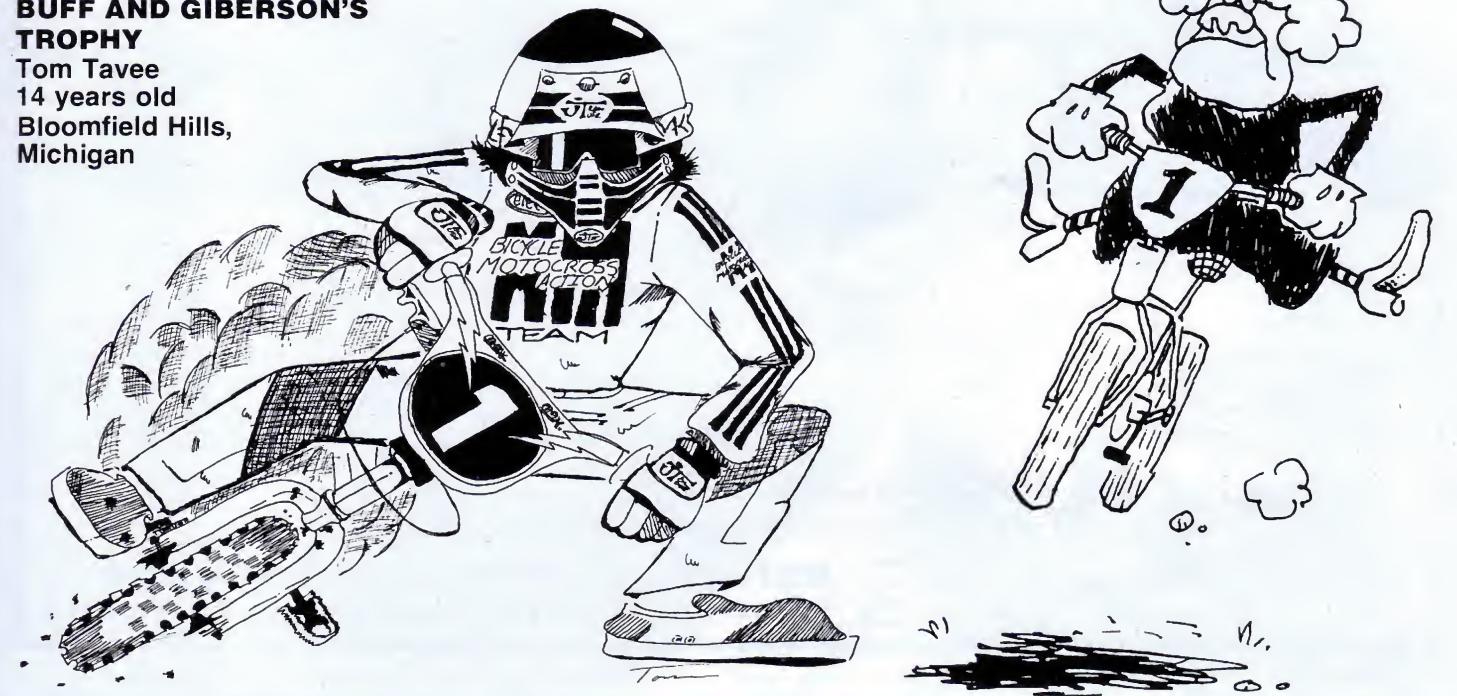
EDITOR'S TROPHY
Dewey Dale Slayton
15 years old
Rock Falls, Illinois

HONORABLE MENTIONS

ADVERTISING DEPARTMENT'S TROPHY
Darrin McGeoghan
No age listed
Kailua, Hawaii

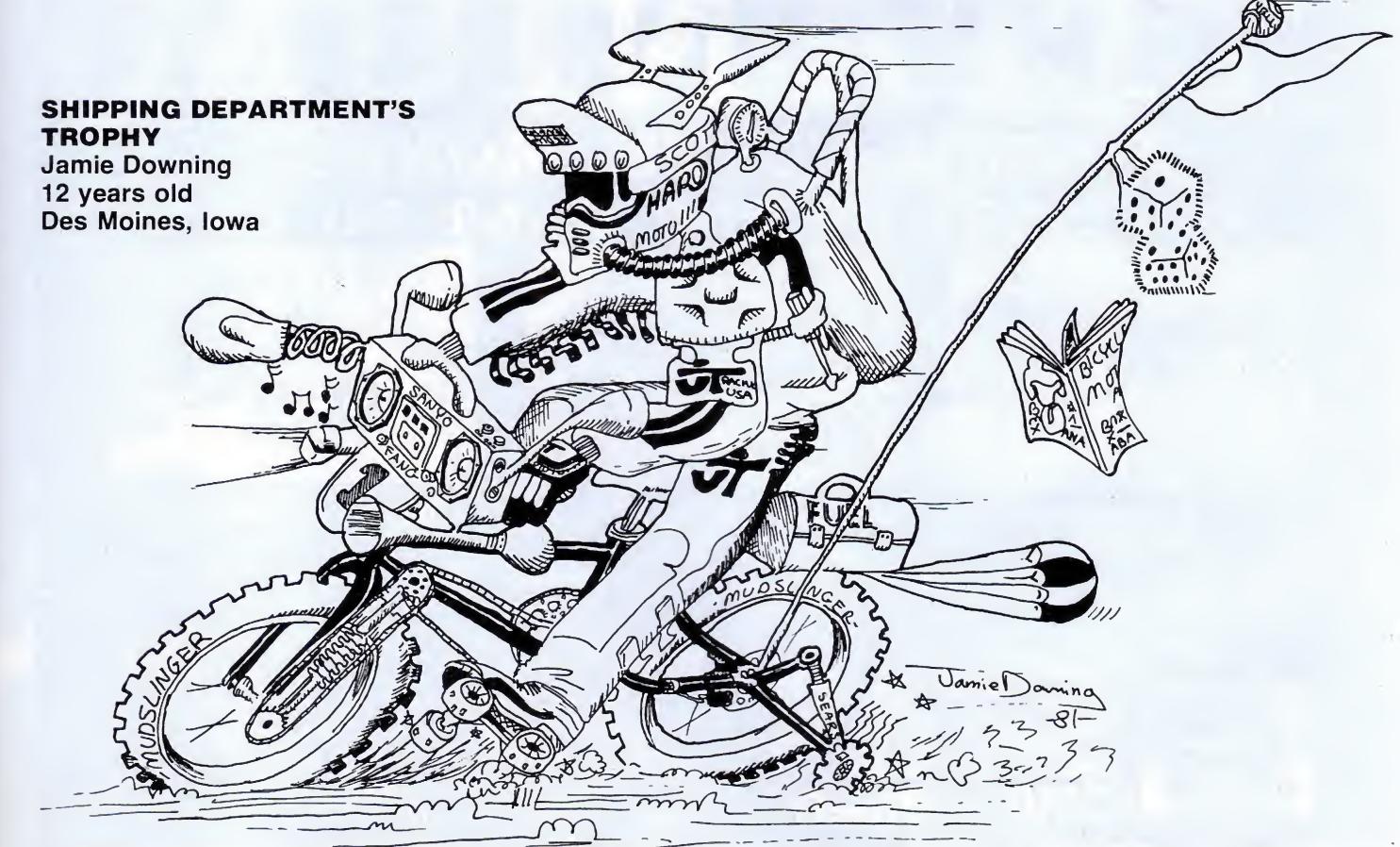
BUFF AND GIBERSON'S TROPHY

Tom Tavee
14 years old
Bloomfield Hills,
Michigan

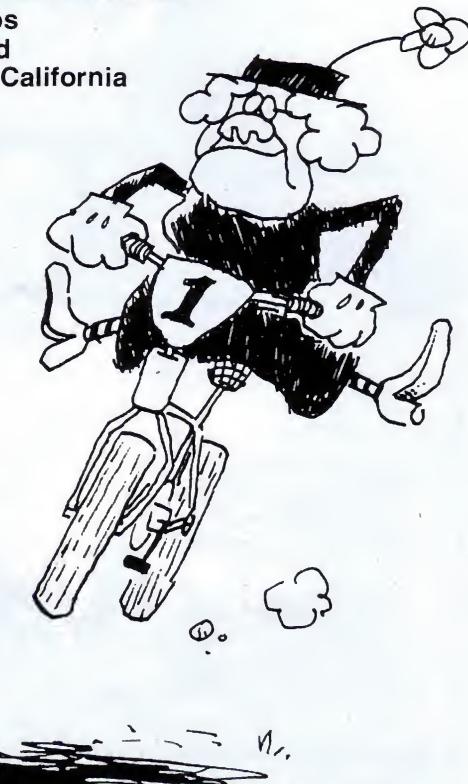


SHIPPING DEPARTMENT'S TROPHY

Jamie Downing
12 years old
Des Moines, Iowa

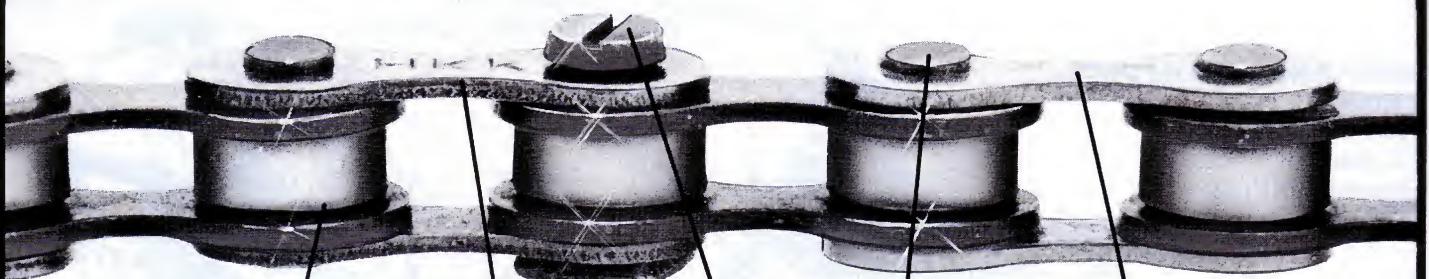


PUBLISHER'S TROPHY
Peter Phibbs
15 years old
Mill Valley, California



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TITANIUM

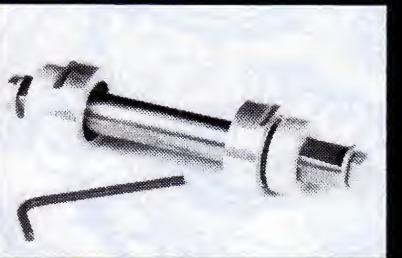
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RAD HOT

JOHAR OF CALIFORNIA

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Because in TIOGA products TOP QUALITY even goes into
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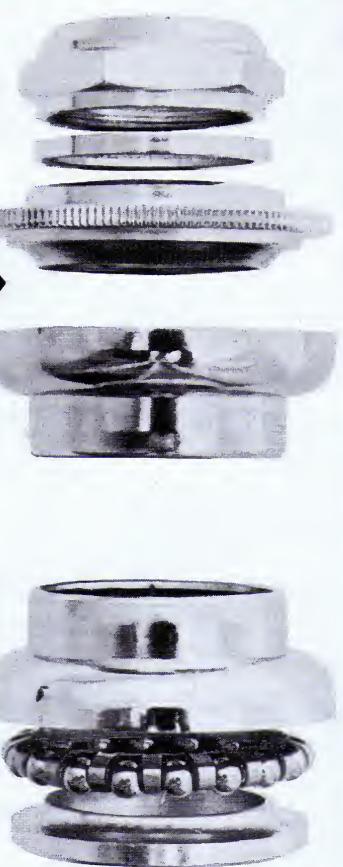


- Like, the MX-2 has 18 SUPER-ROUND CHROME-STEEL BALLS instead of the 15 regular carbon-steel balls used in conventional headsets. This provides a substantial INCREASE IN ROTATIONAL EFFICIENCY.
- Like, the upper head cone on the MX-2 has a 30mm spanner cut for QUICK and ACCURATE wrench adjusting.
- Like, the MX-2 was designed for total BMX racing performance at a reasonable price.

MX-2

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PRODUCT ANALYSIS

See double you? Chuffed wonderment? Charming woobie? How about Coast Wheels, the bike shop Roger Worsham launched late in 1977. Over the next two years Roger kept getting heavier into BMX. By the end of '79 he had his own Coast Wheels BMX team, sponsoring local riders in the Yorba Linda, California, area.

In 1980 Roger formed CW Manufacturing, designed his own frames, and focused on the CW Racing effort.

In addition to the regular sized Z-frame, there's also a li'l guys RS model. CW Racing also makes 24 and 26-inch cruiser frames and a mountain bike frame.

Right now the CW stable boasts an even half dozen peddlers, all California district hotshots. The lineup includes Robert Swick 9X, Mark Wilson 10X, Tony Denham 13X, Andy Zirzow 15X, Tony Swain 15 Cruiser, and Mike Miranda 16X.

The first thing you'll probably notice about a CW frame is the oval top tube. Ovalness offers more longitudinal rigidity. That's fancy talk for front-to-back frame stiffness. That's where a race bike faces the most stress. Every time a bike lands from a jump, the front end tries to tear away from the rest of the frame. At the same time, the bottom bracket bears enormous stress.

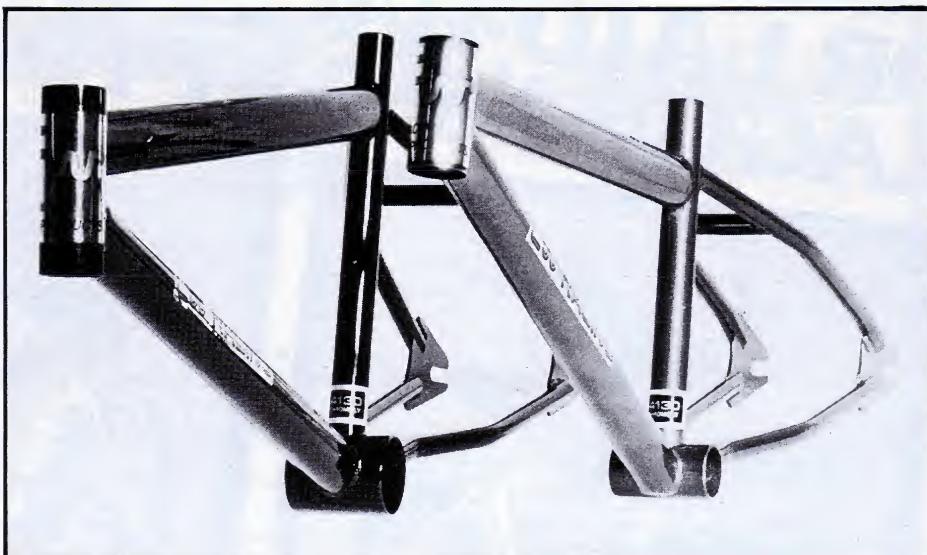
Elliptical or oval tubing offers less lateral support than traditional circular tubing, but CW figures that longitudinal is where it's at. In effect, they're sacrificing a bit in a lower stress battle zone to rush the big guns to the front lines.

The CW top tube, made of 4130 chrome-moly, has .035 wall thickness. CW figures that their oval hunk of metal has the equivalent strength of about a 1 $\frac{1}{8}$ inch circular top tube.

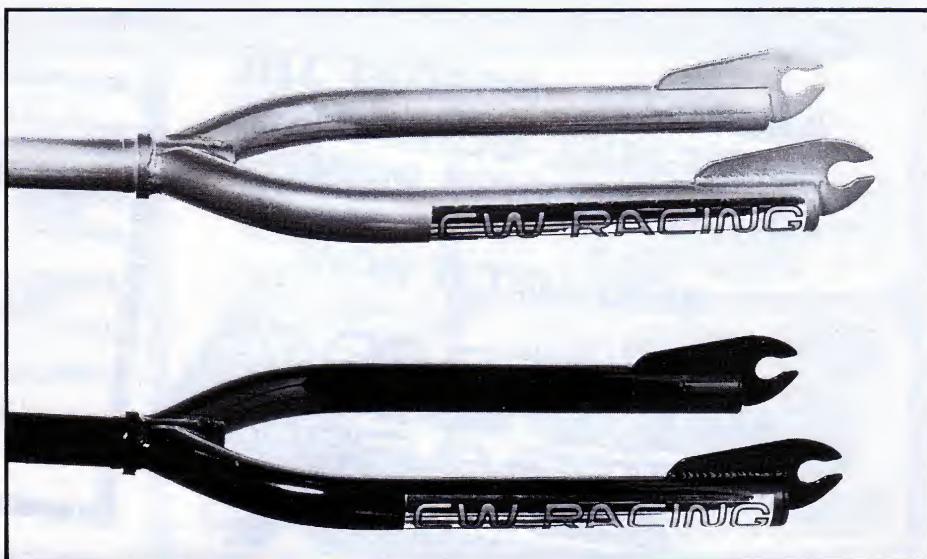
CW opted for massive circular down tubing, 1 $\frac{1}{8}$ inches. Most down tubes run $\frac{3}{8}$ or one full inch. The giant downtube's job is to resist lateral (side-to-side) stress as the bottom bracket tries to wrench itself out of the frame.

So, longitudinal ovalness up top

Jose, can you see CW's full Z-frame on the left with the large American bottom bracket? Check out the elliptical top tube and humongous 1 $\frac{1}{8}$ inch down tube. On the right is CW's mini RS frame with a European bottom bracket, three inch head tube, elliptical top tube, and 1 $\frac{1}{4}$ inch down tube. Trick frames.



CW FRAME TRICKERY



And, if you want a matching set, CW makes forks to compliment both frames.

CW RACING Z-FRAME AND FORK SPECIFICATIONS

DESCRIPTION:

Racing frame.
MATERIALS: 4130 chrome-moly (100%).

CONSTRUCTION: Heli-arc fixture welding.

WEIGHT: Frame—3 pounds, 14 ounces. Fork—1 pound, 10 $\frac{1}{2}$ ounces.

SUGGESTED RETAIL:

Approximately \$119 for painted frame; \$129 chromed frame; \$139 brass plated frame. Approximately \$39 for painted or chromed fork; \$45 for brass plated fork.

FINISHES: Black, candy red, candy blue, chrome, brass plating.

GUARANTY: 90 days for defects in material and workmanship.

FOR MORE INFORMATION:
Send \$2 for catalog and four decals.

MANUFACTURER:
CW Manufacturing
1220 West Pioneer, Suite F
Brea, California 92621
Tel: (714) 773-4878

and lateral circleness at the bottom. That combination requires precision engineering. Perfect fits are required.

The heli-arc welding looked pretty decent on the two frames sent to us. Penetration was good. There were no sinking beads which would indicate that welding rod was used as filler to cover up a misfit between tubes.

The leading axle fork uses one-inch diameter tubing with .049 wall thickness. It's drilled for a front brake.

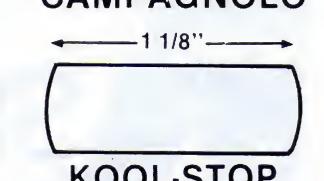
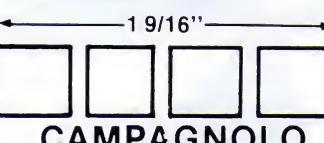
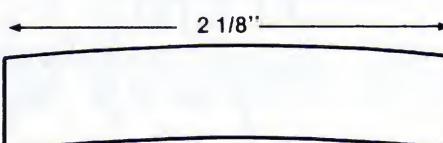
CW began small, made some waves in Southern California, and is now drawing some notice on the national scene. The oval/round frame, prompted by sound engineering concepts, is visually distinctive. How big can CW be? We'll just have to wait and see. ■

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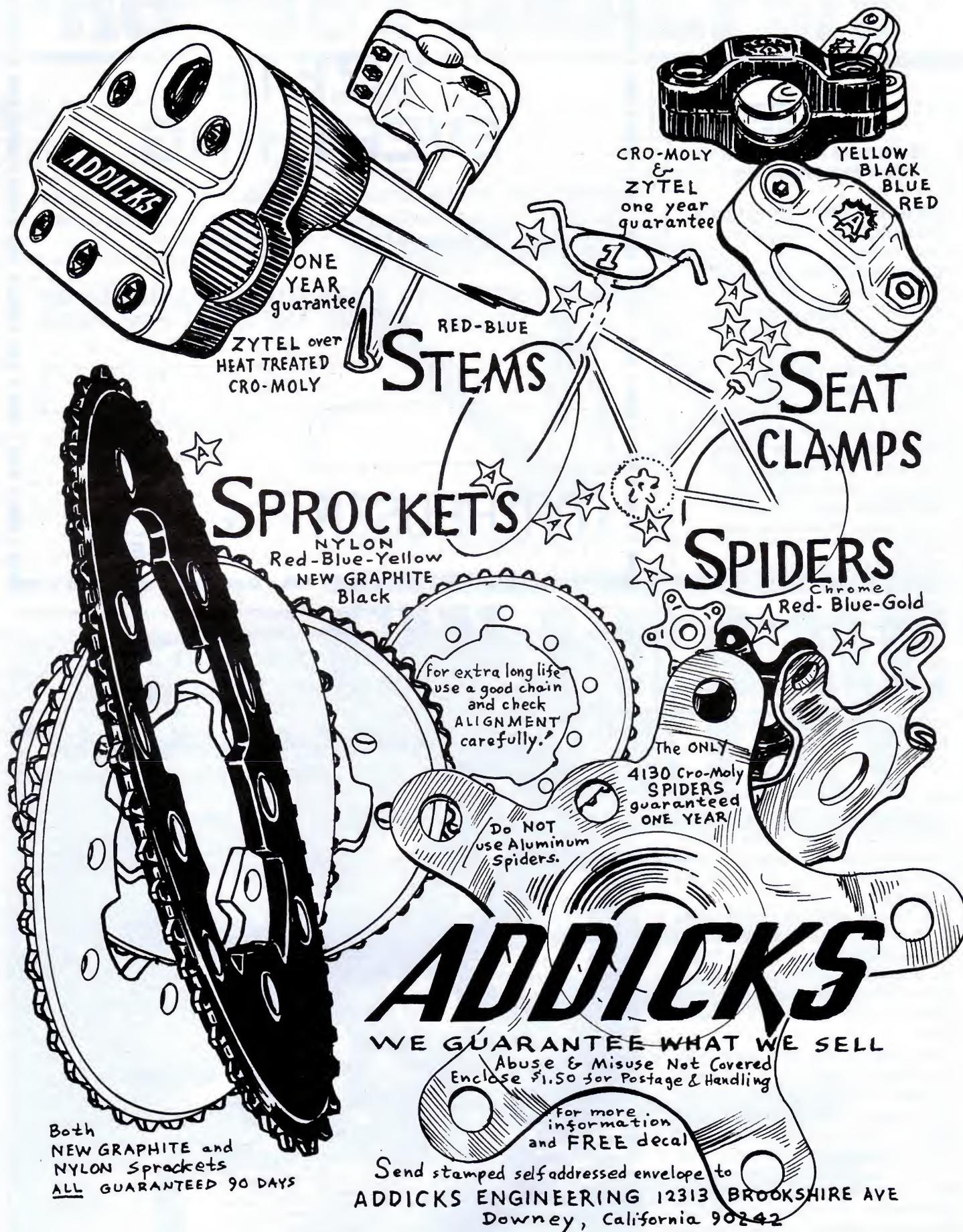


The MK III BMX Helmet is an ultra-light polyurethane shell with an exclusively designed ear opening that gives full protection and maximum ventilation. Race ready with BMX Bold View Visor, rock guard, and permanently fixed D-ring harness strap.

The BMX ELBOW and KNEE PADS are made from durable nylon with a special design impact shield—Velco® elastic bands for a positive fit over your favorite skins.

So when you're shooting for No. 1, start with the safety equipment that's already there. Visit your local BMX dealer or contact FERRAGAMO,™ Baltimore, MD, USA, 21234 (301) 668-3600 for your nearest distributor.

Billy Fitzhugh, ABA 8th overall
Maryland. Top ranking 11-year old.



It's what's up front that counts.

When it comes to advanced front fork design, Tange has always been the leader.

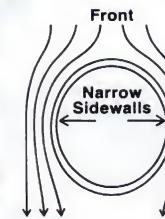
And Tange's new TRX was designed to be a winner right from the start.

A product of extensive testing by factory technicians and motocross pros, the TRX combines strength and lightweight with precise, predictable steering response.

But is the TRX really TRICK? Check out these unique features:

CrMo Construction Throughout. There's no skimping on materials in the TRX. The stem, fork blades and even the fork ends are high grade Chrome Molybdenum steel, all precision hand-welded.

Special Oval Fork Tubes. Tange created a unique, new seamless oval tubing for the TRX's blades. To further reduce weight and stiffen the blades the sidewall thickness of the oval tubes is slightly thinner. The result is



100% CrMo construction. Only the finest for TRX.

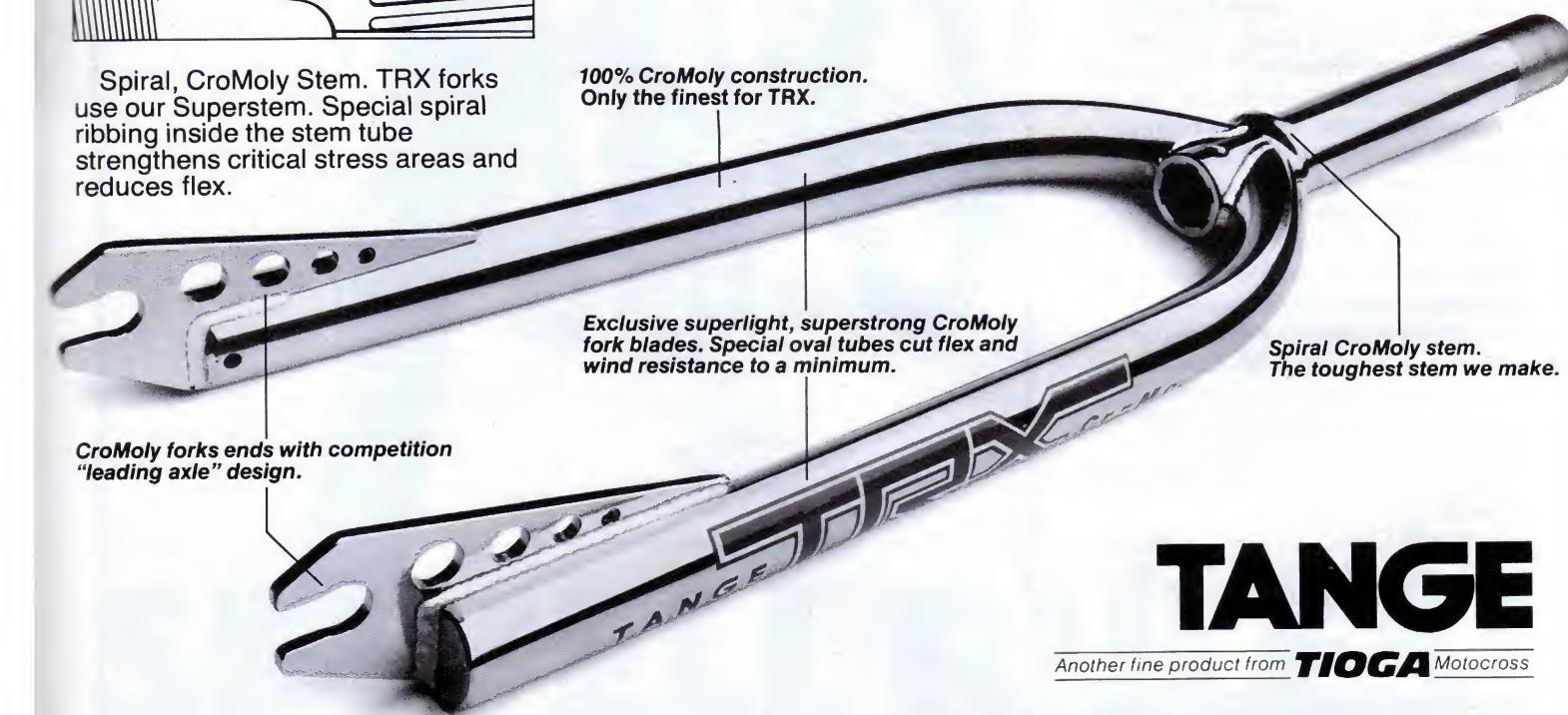
Exclusive superlight, superstrong CrMo fork blades. Special oval tubes cut flex and wind resistance to a minimum.

aerodynamic efficiency with no loss of strength.

The Tange TRX, beautifully factory chrome plated, weighs in at just 1 pound 7 ounces and can be easily installed on most popular motocross frames.

Get up front with handling performance for tough motocross action. Put Tange TRX up front on your machine.

TRX



TANGE

Another fine product from **TIOGA** Motocross

THE COMPLETE RACER

What's baaader than bein' number one? Bein' number one two times—in the same year, yet. Only one Pro pedaller has ever known the feeling. The L.A. Jewel of Jammin', the dual numero uno, Amazin' Anthony Sewell.

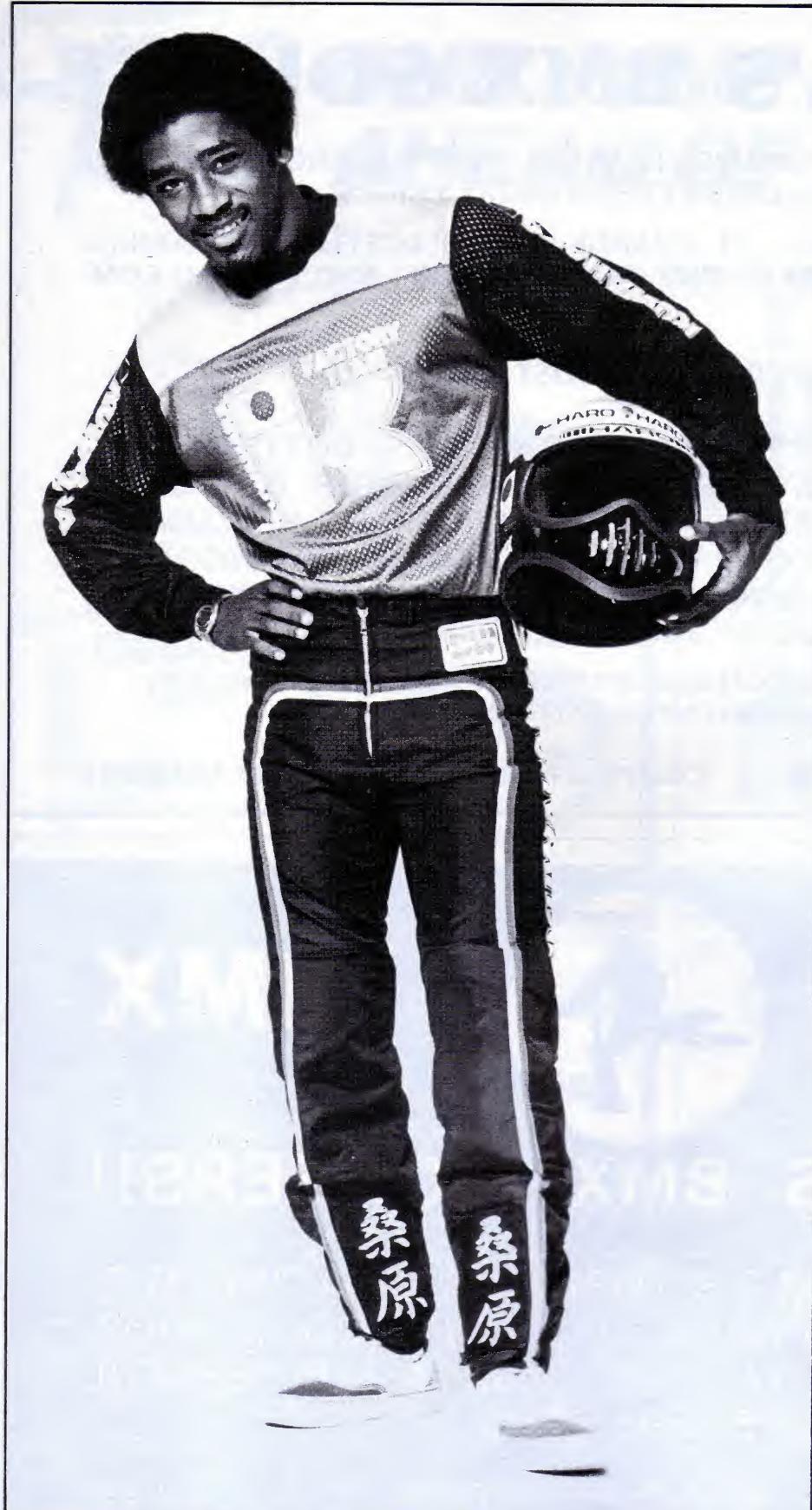
Ya say Anthony's threads look a bit unfamiliar? Sure 'nuff. No more Jag yellow. Now it's yellow—and black and green and white and red. Anthony joined Kuwahara the first of the year.

Until his frantic antics last year, Anthony was best known for being the first rider to win the Indy World Championship Trophy Dash. He did that in '78 at age 16.

Right now racing is his main gig as a factory rider for Kuwahara. Anthony is out of school, where he ran the 120 low hurdles and played running back on the football team. College is on the things-to-do list. Anthony plans to study mechanical engineering. When he's not training, he can be found working on his fire engine red Nova, playing pickup basketball, or keepin' calm with a mix of soul, disco, jazz, and rock.

The race track isn't the only spot where Anthony has his moves down pat. He slipped in front of our decidedly white seamless background paper for the photo session and proceeded to lay a dandy assortment of poses on us, crankin' out akimbos that would leave Cheryl Tiegs droolin'.

Anthony told us he boned up by checking out *Gentleman's Quarterly*. Obviously, he's a quick study. After all, quickness is the reason why Sewell rules.



ANTHONY SEWELL

AGE: 18

STATUS: NBA No. 1 Pro; NBL No. 1 Pro; ABA No. 12 Pro

HOME TURF: Los Angeles, California

SPONSOR: Kuwahara

PERSONAL GEAR:

Premier full-face helmet

Bubble visor

Kuwahara factory jersey

Bill Walters pants

Van's low-cut tennies

MXL gloves

VEHICLE:

Kuwahara KZ-1 frame

Kuwahara forks

Pro-Neck stem

Tange MX-3 headset

Red Line Pro-Line V-bars

A'me grips

Hot Inc. number plate

Dia-Compe side-pull rear caliper

Kool-Stop brake pads

Dia-Compe brake lever, two finger bend, plastic cover

Elina Lightning Bolt seat

Fluted alloy seat post

Addicks seat post clamp

Kuwahara safety pads

ACS Z-rims

ACS Stoker II sealed bearing hubs

Asahi .080 chromed spokes

Asahi spoke nipples

National Snakebelly tires, 2.125 front, 1.75 rear

20-inch tubes front and rear

Sun Tour 16-tooth freewheel

Regina 3/32 inch chain

Sun Tour BMX pedals

Sun Tour VX 175mm cranks

Bullseye bottom bracket set

Addicks spider

Sun Tour 42 tooth chainwheel or Addicks graphite chainwheel

LUBRICANTS:

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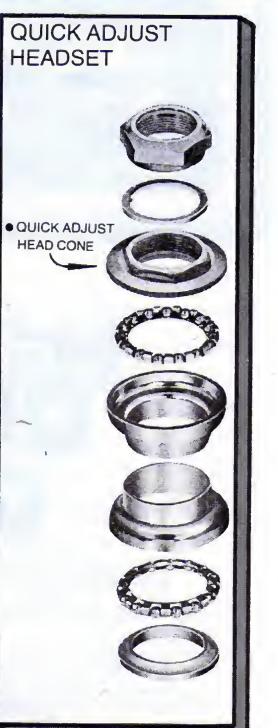
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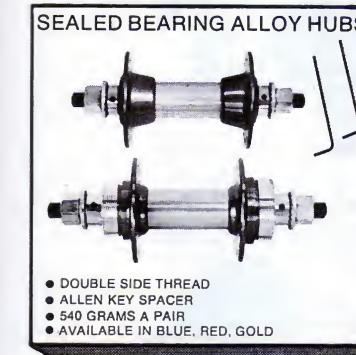
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- ALLEN KEY INCLUDED
- AVAILABLE IN BLUE, RED, GOLD



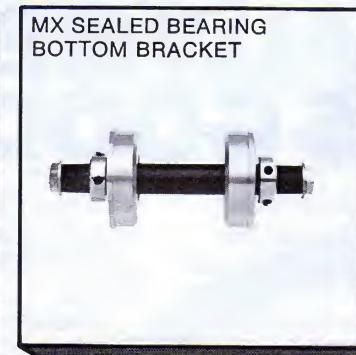
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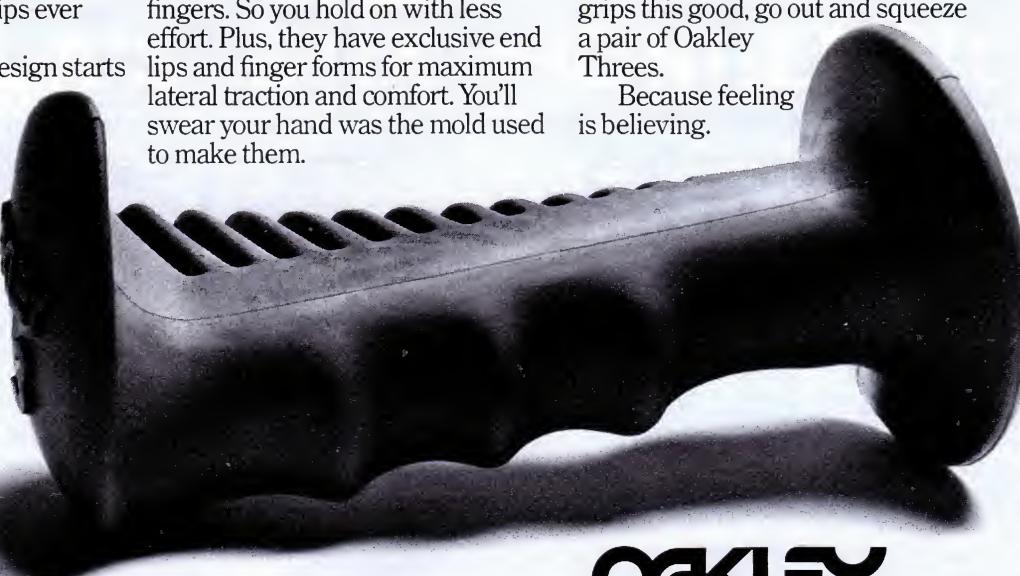
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SCHWINN STING COMPETITION

BICYCLE
MOTOCROSS
ACTION
OFFICIAL TEST

ADIOS SX-2000— HOWDY DO TO A NEW ZINGER

RIDIN' BY MIKE AND R.L.
'RITIN' AND NIKONIN'
BY LEN AND BOB

A brief moment of silence for the SX-2000 . . . (sniff) . . . (cough) . . . Actually, the ol' SX is alive an' kickin'—but for '81 consumption it's now known as the Sting Competition.

Basically, the only differences between last year's bike and this year's version are the name stickers and the chrome-moly pedal spindles.

The Sting Competition is the number two motion mo-chine in the Schwinn BMX lineup. The Sting, ridden by the factory team, sells for about \$150 more.

Schwinn uses ovalized frame tubing for both bikes: Tri-Oval for the Sting; Bi-Oval for the Sting Competition. Their use of ovalized flared tubing reflects their ability, as a mammoth-sized manufacturer, to execute engineering feats that are probably



Racin' machinery by Schwinn. Critical stylin' by R.L.

outside the reach of the smaller BMX-only manufacturers.

Ovalized flared tubing, hand-brazed rather than welded, is not a cheap way to go. Baskets of bucks are involved, especially for the double butting approach used with the Sting. The result, though, is a distinctive frame design that says: only a Schwinn looks like this. At first glance the joints seem seamless.

The Sting and Sting Competition share the same geometry, including the five-inch head tube that reduces bearing loads and tube joint stress. Schwinn cuts, flares, and miters the tubing for the Sting Competition. Unlike the double-butted Sting, the Comp's tubing thickness is uniform rather than thicker at the ends.

The Sting Competition frame is referred to as Bi-Oval. Both the top and down tube are ovalized, but the seat post is circular. All three tubes are oval on the Sting.

Other variations between the two bikes include forged steel cranks (the Sting has alloy), unanodized hubs (the Sting's are anodized), and slightly heavier tires. Overall weight difference between the two bikes is three pounds. Claimed luggae for the Sting is 23 pounds.

STING DINGS

When things go bad, even before you get out of the parking lot, you begin to wonder what's up. Diddling around behind the massive, well constructed, totally splendorific Mighty BMXA complex produced two breakdowns. Absurd? Not with the Nurd Herd.

First, the freewheel destructo'd, total blizmo grind-and-crunchness. Mr. Trace, keener than most per-



The 1981 Schwinn Sting Competition . . . son of Sting.

sons, pinned that one on loose set-up. Undaunted, the Herd popped on a Sun Tour replacement.

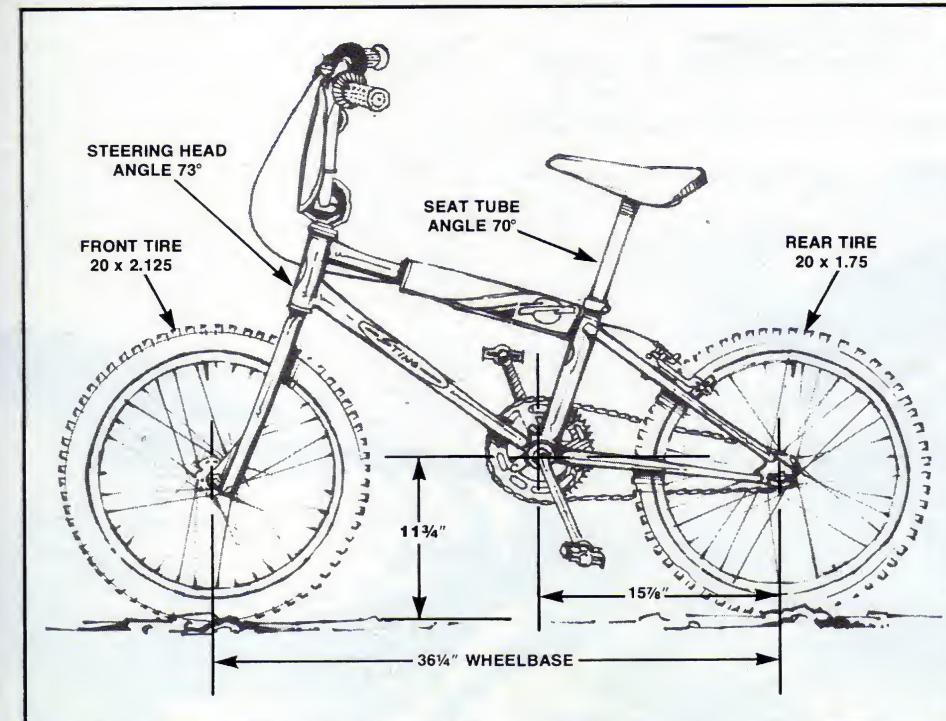
Then the rear caliper arm went snap, crackle, and pop. A note of explanation, however. Extenuating circumstances. Big Steve had toed the brake arm in to de-squeak the brake pad angle. Only R.L. decided to untoe it. Wielding a crescent wrench with all the finesse of Jake and Elwood Bluesmobiling through a shopping mall, he made the score: humans two, machinery zero.

Finally, the A-dolts . . . er, adults, got off the phone, ended the asphalt

demolition debacle, and the mighty brown BMXA jammin' van was rollin'.

The mishaps mounted at the track. One of the KKT pedals got seriously twinkled, enough to fall off when Buff touched it. The bars also did the slippy-slidey number, even after the gooseneck had been seriously gorilla-tightened. Oh, yeah, the seat began shifting up and back, too.

Naturally, all these setbacks didn't create a startling flow of exuberant critique. Bar positioning and seat location bothered both of our ba-



A fair share of air with plenty to spare.

SCHWINN STING COMPETITION SPECIFICATIONS

FINISH: Black with gold trim or chrome with blue trim.

WEIGHT: 25 pounds, 10 ounces.

RETAIL COST: Approximately \$320.

FRAME: Schwinn Bi-Oval, 4130 chrome-moly, flared tubing, hand brazed, five-inch head tube.

FORK: Schwinn tubular tapered.

HANDLEBARS: Chromemoly, Victory design with cross brace.

GRIPS: Finish Line.

STEM: "Team Schwinn" double clamp gooseneck, anodized alloy.

RIMS: Ukai, anodized alloy.

SPOKES: .080/36, zinc plated.

HUBS: Front—large flange alloy. Rear—small flange alloy for single freewheel.

BRAKES: 1024 Dia-Compe caliper, Weinmann hand lever, rear only.

TIRES: Schwinn Scrambler gum sidewall (front) and NTKK Motocross (rear).

PEDALS: KKT.

CRANKS: One-piece forged steel crank, 6 1/2" crank arms, heat-treated.

FRONT SPROCKET: 44T, anodized alloy with Sugino steel spider.

REAR SPROCKET: 16T, cassette for freehub.

SEAT: Schwinn, with chrome steel undercarriage, 7/8" clamp.

SEAT POST: Steel.

SEAT POST CLAMP: Steel.

ACCESSORIES: Three pads, black plastic chainguard, full reflectors.

CPSC APPROVED: Yes.

FOR MORE INFO: See your local Schwinn dealer.

MANUFACTURER:

Schwinn Bicycle Company
1856 North Kostner Avenue
Chicago, Illinois 60639
Tel: (312) 292-2900



5.9, 5.8, 5.8, 5.9, 5.7, 5.8.

zoonie haulers. They felt the seat was too far forward while the bars were too far back. The result? Lack of proper leverage and cool, calm, copasetic body stylin' in the air. Most

started for the outside of the berm and all I could do was hold on. I couldn't really correct much because I couldn't get the right kind of bar leverage."



Buffy tryin' trialin' down tility terrain. First time down was spooky!

aerialists use the seat as a point of reference for balance while flying. The Comp's set up totally flustered their moto mechanisms.

Ground control, too, drew some mortar fire. "It's like riding stiff. I

The day's derring-do over, the Herd retired to the vast, dimly lit, cavernous maw wherein resides the MFM museum of moto-maniacal machinery and memorabilia. Much pondering. What to do?



R.L. flinging the Sting Competition toward the twilight zone.

A quick look at the seat tube angle explained the un-neat seat positioning. The Sting Competition sports a seventy degree angle. Compare that to these bikes: Torker-64, Diamond Back-68, Scorpion-66, CYC Panther-63, Powerlite Thrasher-64, Panda Pro-Am-62, Red Line MX-II-63.

A peak under the saddle revealed it was mounted as far forward as possible. So, solution number one. We slipped on a Kashimax bungee, adjusted the clamp underneath forward for max rear positioning.

Next problem. The slightly lame power positioning of the bars for our sized guys. Bein' hot shots, they knew that Schwinn factoryist Donny Atherton runs a Pro-Neck goose-neck to shift his bars forward a bit. So they offed the Schwinn goose-neck (made by Sun Tour) because it didn't offer them enough offset. On went a Pro-Neck. So, seat back, bars forward.

Next, they bolted on a pair of MKS pedals with heat-treated shafts. Then the spokes were tightened and

the Sting was ready for another ring-out session.

MORE STING FLINGING

The Herd totally terrorized the terrain and the test bike. Daring aerials and bodacious berm shots at Buffy's secret training site. Some of the jumps were so bizarre that the guys couldn't land on the pedals. They'd come down hanging onto the bars chanting life-preserving mantras. Their considered opinion at day's end? "That's totally better."



Ho hum, just a no-footer. Render another Henderbuff, Mikey.



A gripless one-footer. Or a Henderson plus no hand on the right grip. Is this a Henderbuff? Buffhenderson?



Check out the ovalized top and down tubes, the five inch head tube, and the tapered tubular forks.

STICKERS!

YOUR CHOICE 50¢



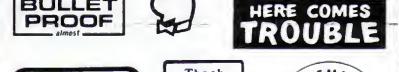
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"DO IT IN THE DIRT"

Can ya handle it?
BELL HELMETS

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SCHWINN

Everything held together. The loopy feeling vanished, thanks to the seat/bar repositioning. Air time was consistently okay. Overall handling was deemed much improved. Not grandiosly great, but definitely



This KKT pedal made the casualty list quick enough.

good. Move the seat post back and the bike would probably rate as good as anything goin'.

SCHWINN FINISH

The Sting Competition's seat post angle and stem seem better suited for younger riders. Fine, so long as the overall feel can be modified easily, just as our flamingo fingered ding-alings did. The basic geometry—the steering head angle, fork rake, wheelbase, and bottom bracket location—seems right in the ball park, about aisle 27, row B, seat 4.

So what are we looking at? A special-look super-qual brazed Bi-Oval bermbuster with geometry that works, once the rider does a little scoot shapin'. Proven results on the race track. A 1700 dealer network. Perhaps, most of all, a name respected for bicycle quality. For several generations Schwinn has meant bicycle to a lot of Americans, and a dialed-in Sting Competition certainly can be called a lot of bicycle.

FLY AWINGER ZT80

TROXEL TRAKMASTER

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with hot stuff to flash it up

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HOT TIPS

STEM SHIMS

Our own staff gangly, Steve Giberson, came up with this item to reduce the rocking action sometimes felt in the bars. Stem Shims fit in the space between the top adjusting nut on the headset and the bottom of the lower clamp of the



gooseneck. They come in various sizes so they can be stacked to fill any gap necessary. They are aluminum for light weight, of course. Tell your dealer he can get them from SE Racing, 1667 East 28th Street, Dept. BMXA, Signal Hill, California 90806. Tel: (213) 426-6461. ■



GROOVY MOTO MOVIE

Looking for an exciting local level promotional film geared for newcomers to the blazing amazement of BMX, but still exciting for the hard core cranks? There's one out now called *Bicycle MX*. The film promotes the overall sport without dwelling on specific brand names. It's slanted toward beginners and novices, anyone interested in starting or learning about BMX.

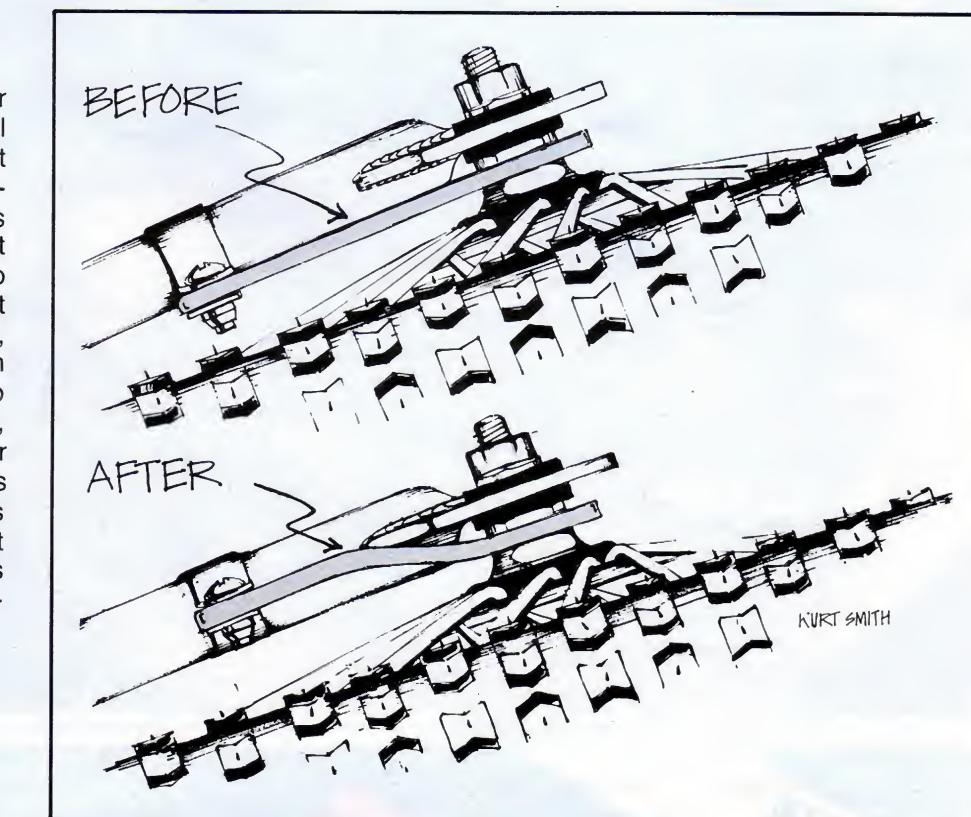
The use of safety gear is em-

phasized as well as the family participation aspects of the sport. You'll see plenty of t-shirt novice racing. The crashes are presented in such a way to emphasize that eatin' dirt is common, but injuries are infrequent and minor.

The film runs for ten minutes and is available in either 16 millimeter or Super Eight Fairchild cartridge. Prints retail for \$150. For more information, contact VIDEO DESIGN, P.O. Box 2809, Dept. BMXA, Capistrano Beach, California 92624. Tel: (714) 496-4947. ■

COASTER BRAKE TRICKENOMETRY

A coaster brake is essential for trick riding. After all, a ramp stall would get kinda gory if you couldn't tromp down on the pedal for instant lock up. Our Trick Team guys kept tearing the metal band that secures the coaster brake arm to the chain stay. After R. L. went through about six thousand bands, he got turned onto this tip from Steve Giberson. The idea is to put two bends in the brake arm, one near the axle and the other near the opposite end. This creates an elongated S-shape that centers the brake arm and the band right under the chain stay. With this set up the band is no longer subjected to el mucho abuso. ■



ACS GRAPHITE Z-WHEELS

Remember being astounded, confounded, and dumbfounded when you first saw how the new Zytel Z-rims could withstand everything that Trash Can Morgan could dish out (in the Sept. '80 issue)? Not content, ACS went back to the drawing boards. What they had in mind was a stiffer than standard Z-rim for larger riders. Conceived as a serious race wheel rather than a Dr. Demento thrasher, these new Zs use graphite rather than fiberglass fibers. There's about a one ounce per rim weight saving—plus increased stiffness. ■



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STU THOMPSON, DENNY SKYWAY, TOBY HENDERSON, JOHN CLEWS, KEVIN MCNEAL

Stu Thompson, ABA Pro #1, 1980, Factory Red Line.
Denny Daylow, Factory Skyway.
Toby Henderson, Factory Raleigh.
John Clews, Factory Red Line.
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How to get dad to buy you an AMF Hawk. (and how not to blow it)



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If Dad buys you a Hawk, he'd be a swell guy.

What not to say:

The Hawk 4 is superqual and you want it bad.

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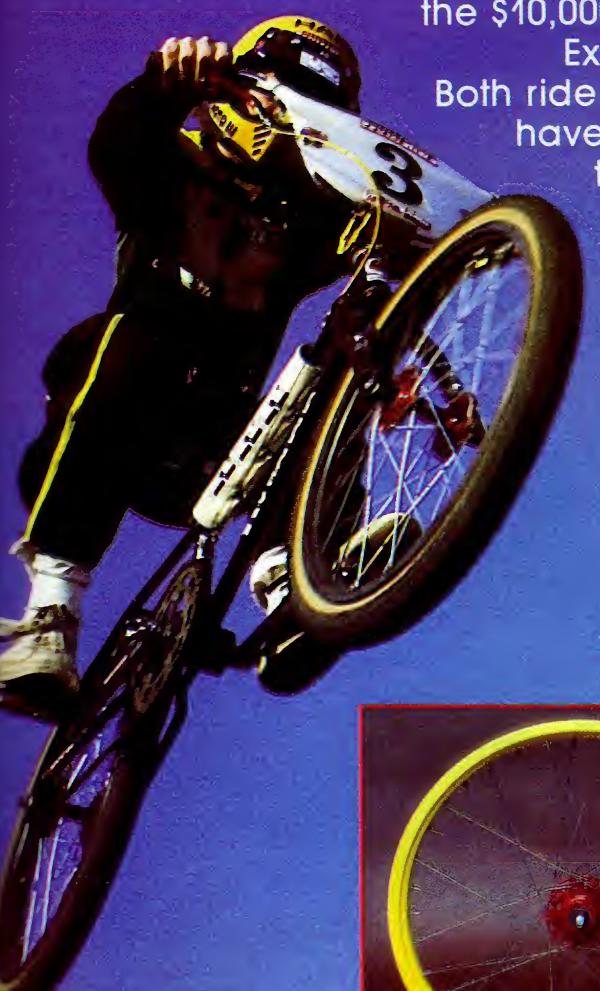


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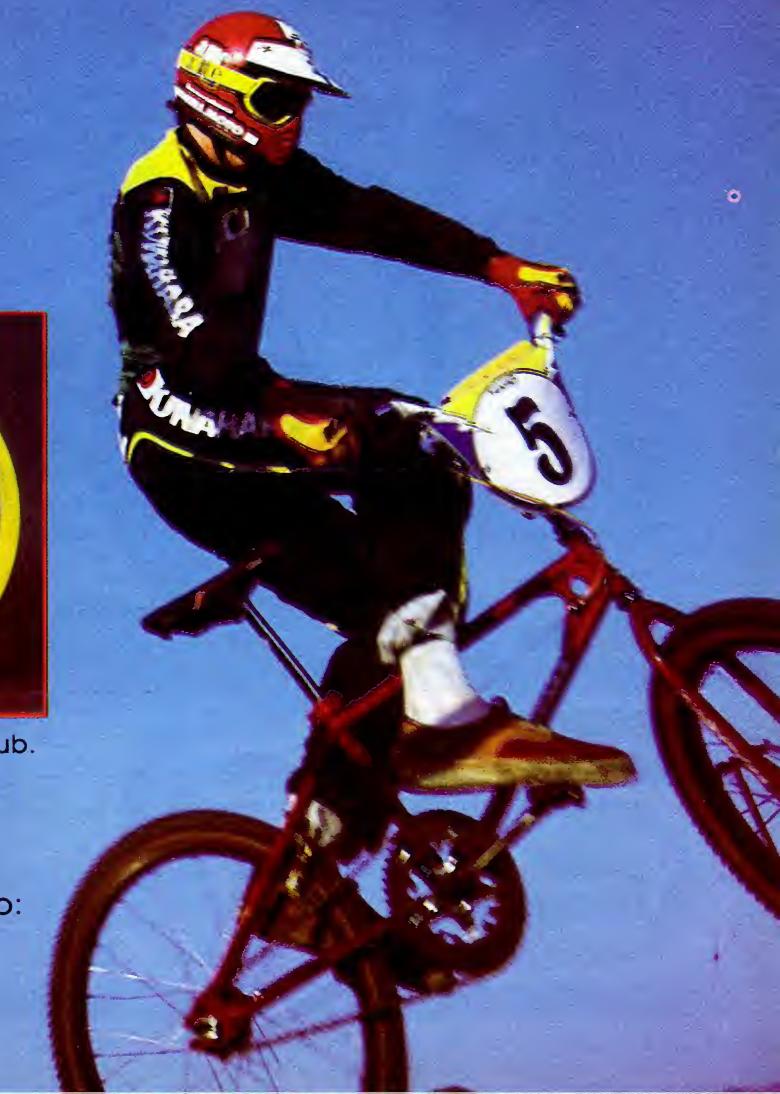


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BY LEN WEED

Ask any land baron what the three most important factors in real estate are and he'll say: Location! Location! Location!

Ask the most bazooka-brain BMXer you can latch onto what the three most important factors in racing are and he'll likely say: Starts! Starts! Starts!

Ah ha! A story about starts. No, not exactly—just a look at a possible training aid to improve balance and spinning abilities—for starts and all the way around the track.

Ten-speeders have been using rollers for years, especially during the winter. A small but robust band of big time BMXers has recently discovered rollers. So the Most Factory Magazine, ever on the lookout for new breakthroughs, has pounced with all the ferocity of a vigilant Moto Kitty on this new training tip. Wid dis in mind, we did the nouns-verbs-and-adjectives num-

ber with all the roller rowdies we could find.

You may recall the photo of Denny Davidow rollering in the Dec. '80 ish'. Denny's highly analytical. We asked him how much his roller training helps. Instead of an inarticulate well-lots-man reply, he shot back: "Eighty-eight percent for spinning and seventy-five percent for balance."

The Double D, a devoted student of the spin-to-win school, feels that a new racer can lock in his learning circuits a lot quicker roller assisted. Probably a lot quicker than learnin' to say: That Brock bloke's black baked back brake-block broke Blake's bracket block.

The BMXers we talked to are using their rollers to improve sprint

NEWEST SECRET TRAINING METHOD

GOIN' NOWHERE FAST CAN TAKE YOU PLACES



Bikecology foldable roller. The precision turned, cast aluminum coated drums are self-centering, slightly dished. Precision German shielded bearings, two per roller. The steel side beams fold in the middle. Adjustable roller holes allow setting up for BMX bikes or up to a 41-inch wheelbase. Price range is approximately \$80-100. This identical roller is also sold under the Sangorgio brand name.

ROLLERS

ROLLERS

conditioning, balance, spinning techniques, and recovery skills when a Snakebelly slips.

ROLLER SHOPPING

Here are some factors you should consider if you're looking to join the roller brigade:

Roller drums. What are they made off? Are they dished (slightly curved in toward the center) or perfectly round? Dished drums are easier to ride. Are the drums coated?

Bearings. What kind are they?

Lubrication. Is the roller service-free or is periodic maintenance required?

Drive belt. How durable does it look?

Wheelbase. How adjustable is the unit? This is a big point for BMXers because some rollers won't adjust down enough for 20-inch bikes.

Foldability. Do the side beams fold for easy storage?

Construction. Are the side beams or rails rounded off? If not, they could hamburger your tires or your bod.

Noise. How loud are the rollers at max RPM's?

Cost. How much wampum you gottum?

USING ROLLERS

So you latched onto a roller. Now what?

First, set it up for your bike. Hopefully, you made sure that the roller would adjust down to BMX wheelbase range, or you're planning to train on your cruiser.

The front wheel should rest on top of the front drum, back slightly from the centerline. The wider apart you position the rear drums, the more the rear tire will sit down between them. That makes for a stabler ride. When you get dialed in, move the drums closer together.

At first, it's a good idea to position your roller near a wall or railing. That way you can put both hands on the bars while using an elbow for support until you feel balanced.

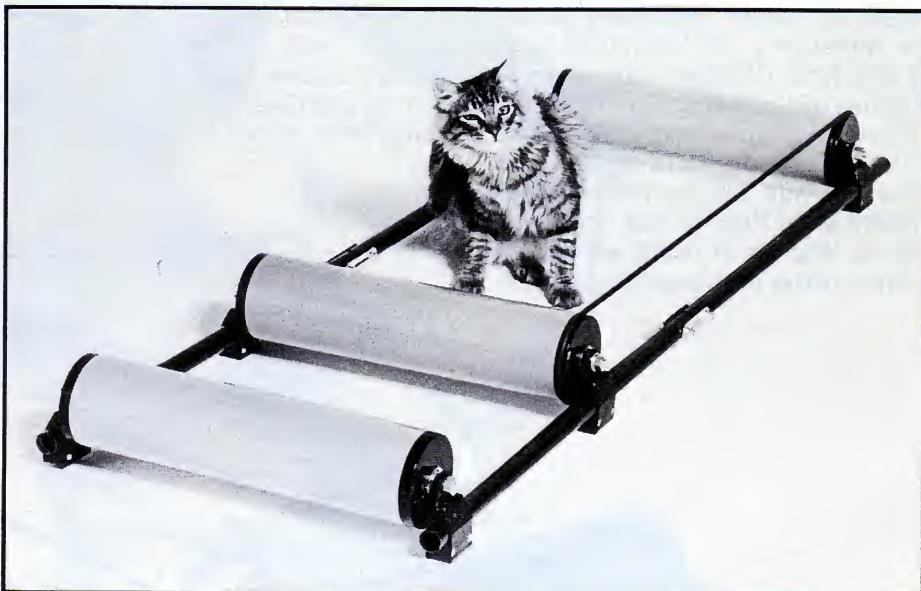
Another way to go is have a couple of buddies place a palm apiece against your shoulders for support. They can also mumble moral encouragement.

The faster you pedal, the easier you'll find it to balance. Relax. Get

tense, and you'll get squirrely.

Make corrections just as you would riding dirt. Don't move the bars. Try to keep both wheels centered.

Develop a sprint/rest or sprint/paced pedalling program. Try to increase sprint duration and the number of sprints while decreasing the rest or pacing period between max efforts. Read on, note what the riders we talked to do, and experiment.



The Italian built Roto features tubular steel frame construction, molded smooth nylon rollers, precision bearings, and rubber base pads. Wheelbase adjustment is handled with an allen wrench. Suitable for a BMX bike. Ideal for trick or treating—the rollers are orange in a black frame. The Roto sells for about \$75, can be ordered directly from Bike Warehouse. That's Cosmo, scratchin'.

ROLLER RIDERS

Denny Davidow gears up about three teeth harder on the front sprocket for roller training. He feels this balances the relationship between ground torquin' and the lesser resistance offered by a roller. He found out his 41/16 gearing felt like 45/16 on the dirt after a roller workout.

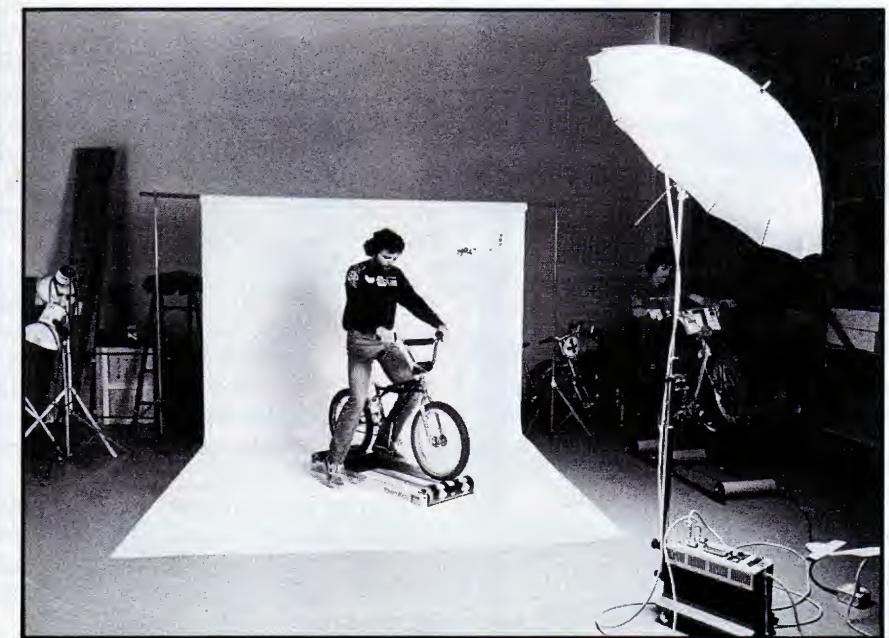
Denny likes to do one minute burns followed by a two to five minute rest. He positions his saddle so he's practically standing when he's sitting. He finds this relieves any stress on his knees.

Scot Breithaupt likes to use his roller as a head-shaper as well as a physical training tool. The night before a race he'll pop some race slides in the ol' projector, climb on his bike located between his two

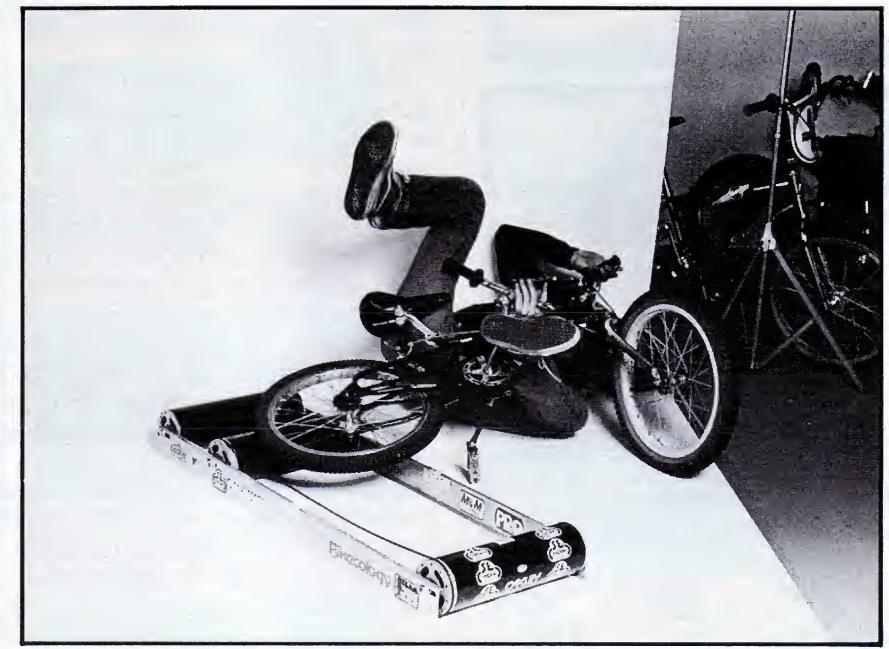
aquariums, set the projector on automatic, start cranking, talk to the piranha, and get his race psyche on.

Scot feels that roller training really helps his feet-up riding style. A rider experienced in recovering on a roller is less inclined to put a foot down in a corner. That gives him an advantage getting back on the power.

Scot goes for fifteen minute rides, sprinting and pacing. He uses his



While we were shootin', Giberson (behind the umbrella stand) was trying' to teach Scot how to wheelie on rollers . . .



. . . but Breithaupt never did catch on.

four inches to simulate his racing stance. R. L. alternates his roller days with his weight training days, doing thirty second sprints followed by two minute rests.

Team Diamond Back began roller training early this year on some Bikeology units. Team manager Sandy Finkelman is hot on the idea because it lets his riders refine balance and spinning technique

on their own bikes while also aiding their sprint conditioning.

Pete Loncarevich had been using a roller for about six months before his teammates climbed on. He picked up the idea from Davidow.

He began with thirty minute workouts. Now he goes for less time, about fifteen minutes, with more intensity. He'll do six sets of thirty second burns with about a five

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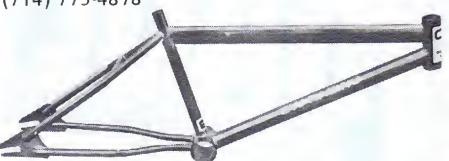
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ROLLERS

second breather between sprints.

Pete favors easy gearing to improve his spinning. Normally he'll run about a tooth easier, say 42/16 if his regular gearing is 43/16. He doesn't readjust the seat. He laid off his rollers before Seattle and said he really noticed the difference. He just wasn't spinning as well up north as he had been.

Eddy King mixes burns and packing for a continuous five minute workout. Then he lets his brother hop on. The guys alternate for about 45 minutes. Normally Eddy goes for a ten to fifteen second burn followed by about 45 seconds of paced pedalling.

Usually Eddy runs about three teeth harder gearing but he switches to his expected race gearing about four or five days before the next big event.

He raises the seat about five inches to simulate his standup racing stance. A month into his roller training, Eddy felt it was really helping his balance.

Harry Leary goes for a fifteen minute workout, continuous pedalling, sprinting for about a minute, then backing off for a few minutes to recover. Normally he'll hit the rollers on Tuesday, Wednesday, and Thursday. He gears two or three teeth easier than his normal 43/17 gearing to work on spinning. He raises the seat to simulate his standup stance. Sometimes he'll pop on some headphones or read. Turning the pages is interesting while rollerling.

Doug Davis had about six weeks on his roller when we talked to him right after he tripled at Chandler. He felt the roller training was a definite help, especially for balance. Doug, who sticks with his basic gearing and seat position for roller training, prefers a twenty to thirty minute workout at a medium pace with some occasional sprinting mixed in.

RADICAL ROLLERING

As you get sano'd out, start looking for trouble. Get out of shape intentionally and try to save it. By leaning the bike or wiggling the bars, you can fishtail or whip the rear wheel, sliding it back and forth across the drums. This recovery

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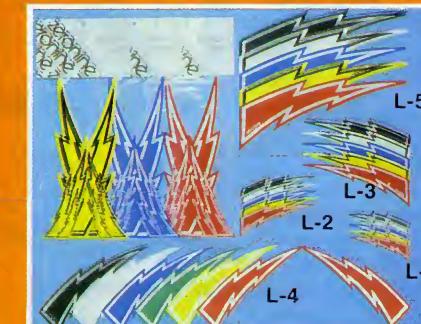
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ROLLERS

practice makes those slippers on
the track less bothersome.

Scot Breithaupt tries to pop
wheelies while roller skating. It's a toughie.
One fiasco nearly pitched him into
his aquarium with Ralph, his piranha.
Steve Giberson, who rides for Scot
and works for BMXA, has learned

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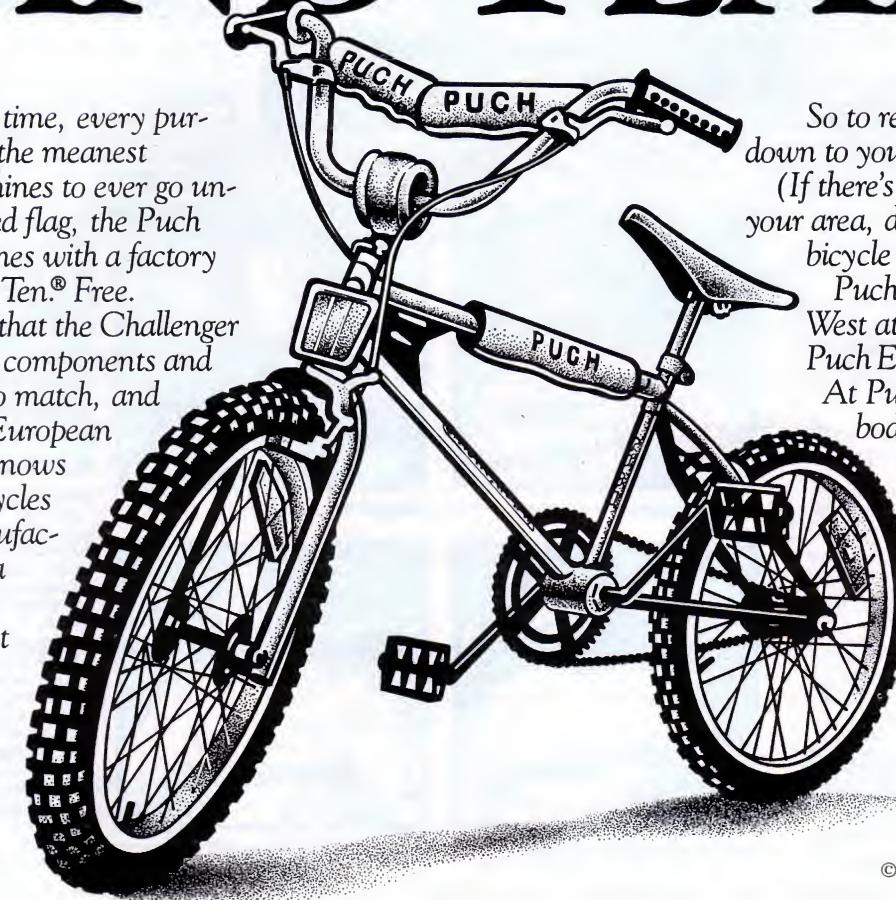
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to wheelie on rollers with no sweat.
Denny D. does bunny hops on his
roller. One miscalculation and he
gets bazooka'd across the room.

ROLLER RAP UP

That's it for the latest development
in BMX training. It's new and still
a minority exercise. Plenty of winners
are winning without roller training.
Used properly, though, a
roller seems to offer another pos-
sible edge for the emerging racer.
Give it a try, why don'tcha? Who
knows? Maybe a roller can play a
role in some really rollicking romping.

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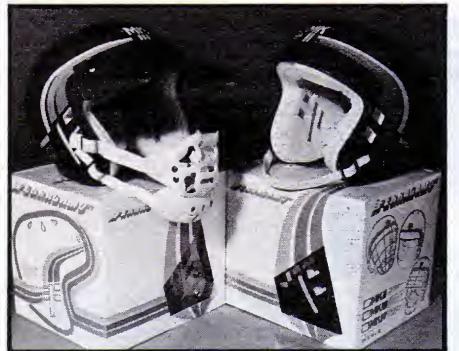
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AERO DYNAMIC THREADS

There are some new threads in town, and some heavy duties are already Aero pants fans. Aero trouser espousers include John Boy Crews, R. L. Osborn, Donny Atherton, John Piant, Andy Patterson, Kevin Harlow, Byron Friday, and Mark Driscoll. Teams like GT, CW, and the legendary Homer's Force are gettin' Aero-dynamically outfitted.

Aero pants are designed especially for BMX, with hassle-free Spandex leg closures and Velcro fasteners. They're lined and come with hip and knee protection. See 'em at your fave shop, or send 50¢ for stickers and literature to AERO RACING PRODUCTS, 4455 Torrance Blvd., Suite 126, Dept. BMXA, Torrance, California 90503. Tel: (213) 542-7829.



SHIMANO DX FREEHUB SET

Shimano's alloy DX Freehubs feature special new sprockets with improved tooth profile. The $\frac{3}{32}$ " rear sprocket allows use of lighter, precision ten-speed chains. Available with matching front hub in red, blue, or gold anodized finish. Another product from SHIMANO SALES CORPORATION, 9259 San Fernando Road, Dept. BMXA, Sun Valley, California 91352. Tel: (213) 767-7777.



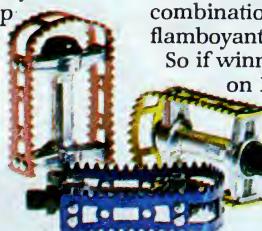
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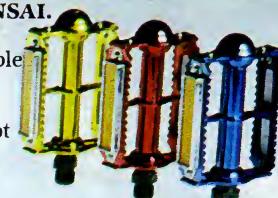
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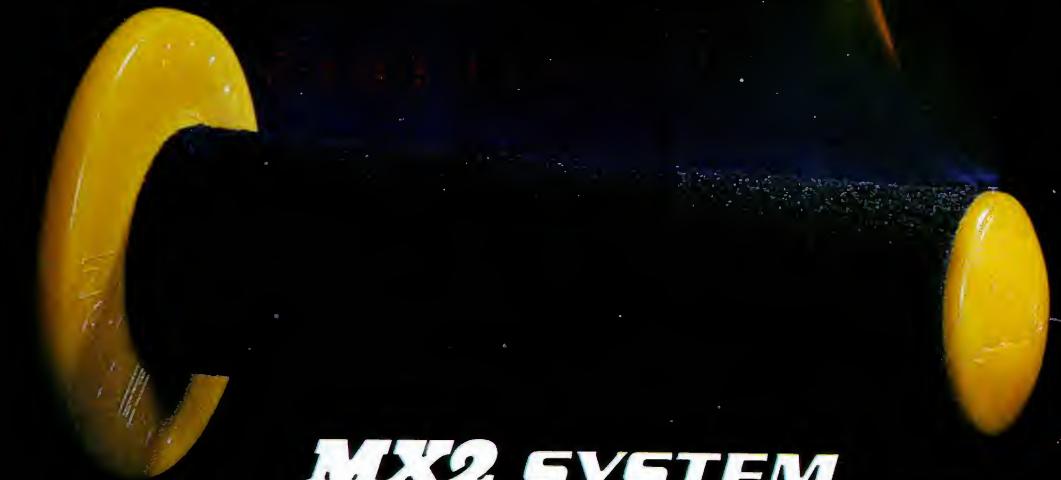
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